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# China Mail

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TO-DAY'S DOLLAR. — The  
closing rate of the dollar on  
demand, to-day was 11 1/4d.



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No. 27,814

HONG KONG, THURSDAY, JUNE 4, 1931.

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## LADY THROWN OUT OF RIKISHA.

Vehicle Collides With  
P.W.D. Lorry.

NO SERIOUS INJURY.

A regrettable accident occurred at the Star Ferry shortly after 1 a.m. to-day, involving a European lady.

It appears that Mrs. Smalley engaged a rikisha at the Star Ferry Wharf and was proceeding toward Kowloon. Two P.W.D. motor lorries were drawn up between the end of the rikisha shelter and the gateway of the Kowloon Godowns, with the result that very little space was left for the rikisha to pass. The vehicle in which Mrs. Smalley was travelling collided with the side of one of the lorries, and turned over, throwing the occupant to the ground.

Enquiries at the Kowloon Hospital this morning reveal that Mrs. Smalley is little the worse for her mishap.

## HOSPITAL NURSE IN ACCIDENT.

Coolie Knocked Down  
by Her Car.  
VICTIM INJURED.

Miss C. Ferguson, a nurse at the Matilda Hospital, was involved in a motoring accident in the Peak district yesterday afternoon.

It appears that Miss Ferguson was driving a motor car along Stubbs Road, and when nearing the entrance to the corner of Mount Gough Police Station, a Chinese coolie, who was carrying two baskets, suddenly ran across the road and was knocked down.

The victim, Chiu Sing-fu (38), of 110, Main Street, received slight injuries to his left leg, and was removed to the Government Civil Hospital for treatment. His condition is not serious.

## WORLD CONFERENCE ON SILVER.

Attractive Scheme of  
U.S.A. Senator.  
"DEFINITE PLANS."

Salt Lake City, Yesterday.

An "unofficial" and informal World Silver Conference, under the auspices of the International Chamber of Commerce, is to be held preferably in London, is suggested by Senator Smoot as the alternative to an International Conference.

The purpose of such conference will be "to draft definite plans, of which Governments will take cognisance for official action."

According to authoritative circles, while China and Japan favoured the international conference, Britain was opposed to it, owing to the situation in India and France and because she lacked direct interest. — Reuter's American Service.

## TIN OUTPUT.

REDUCTION TO BE MADE BY  
FOUR COUNTRIES.

MALAYA A SIGNATORY.

Rugby, Yesterday.

The Chairman of the International Tin Committee makes the following announcement. At its meeting at The Hague on May 18, the International Tin Committee decided to recommend that four participating Governments should reduce their output of tin by 20,000 tons from the earliest date from which it was administratively possible.

The four Governments have now accepted that recommendation and agreed to reduction with effect from June 1.

The quotas of the four countries as from June 1 will accordingly be as follows: Bolivia 23,318 long tons per annum; Malaya 45,355; Netherlands East Indies 25,150; and Nigeria 6,513 tons. — British Wireless Service.

## INTERNATIONAL AIR LINE SCHEME.

Considered by Imperial  
Defence Committee.

STATEMENT IN COMMONS.

Rugby, Yesterday.

At question time in the House of Commons to-day the Foreign Secretary, Mr. Arthur Henderson, stated that during his recent visit to Geneva he was able informally to refer to the Naval negotiations in conversations with his French and Italian colleagues, but he was not in a position at present to make a further statement.

Regarding the suggestion that the World Disarmament Conference might consider a measure to internationalise air transport, Mr. Henderson said that the Sub-Committee of the Imperial Defence Committee was engaged on the consideration of the problems connected with that and added that the Government was in touch on all such matters with the Dominions, who would be separately represented at the Conference. — British Wireless Service.

## ROUMANIAN OIL FIRE.

Reservoirs Struck by  
Lightning.

MANY DEATHS FEARED.

Bucharest, Yesterday.

A considerable number of fatalities are feared, and enormous damage was done, as the result of a terrible oil fire at Moineshti, near Naeacou, where several reservoirs and a refinery were struck by lightning, and exploded.

The entire neighbourhood was transformed into a sea of flames within a few seconds. The inhabitants fled, panic-stricken. The town is threatened with destruction.

Firemen and troops have been rushed to the spot from neighbouring towns, and are now fighting the flames. — Reuter.

## R.M.S.P CO'S AFFAIRS

FAILURE TO MEET LIABILITY  
IN CASH.

GOVERNMENT'S ATTITUDE.

Rugby, Yesterday.

Asked as to the position of the Government of Great Britain in relation to the failure of the Royal Mail Steam Packet Company to meet in cash its liability for the purchase of the Commonwealth Shipping Line, Mr. Pethick Lawrence, Financial Secretary to the Treasury, replied that neither the British Government nor the Royal Mail Steam Packet Company had any liability in connection with the purchase of the Shipping Line from the Australian Government, which was carried out by the White Star Line in accordance with the agreement dated April 25, 1928. He was informed that up to the present date of all instalments of the purchase price, together with the interest in terms of this agreement, had been duly met. — British Wireless Service.

## THAT ROUSE "CONFESSION."

Rouse is hanged, but his publicity value did not cease with his death (says the "New Statesman and Nation"). It is true that to print a "confession" when we can no longer cross-examine him upon it does no physical harm to anyone. Any harm that was caused by accounts of his private life has been done irrevocably.

An alleged informal confession has appeared in a daily paper, containing a number of surprising details. Indeed, the whole document is of so curious a nature that one would be glad to know on what grounds Mr. Cunnell, who reports it, and the Editor, who prints it, believe it to be authentic.

His wife denies any knowledge of a confession, and so apparently do all those who are known to have seen Rouse after the failure of his reprieve. What is the origin of this document? To whom did Rouse confess?

## GERMAN MINISTERS VISIT BRITAIN.

To Spend Week-End  
With Premier.

EXPORT TRADE.

Berlin, Yesterday.

The Chancellor, Dr. Brüning, and the Foreign Minister, Dr. Curtius, left for London last night and will stay for the week-end with Mr. Ramsay MacDonald at Chequers to discuss Germany's financial crisis and the question of reparations payments.

The visit lends additional interest to the conference at Dueseldorf yesterday of representatives of the West German heavy industries, where the Government's proposals to deal with the situation were severely criticised. It was hinted that the Chancellor should break away from the Socialists and pin his faith in the Nationalists.

Speakers suggested, inter alia, that Germany should be released for a year from all reparations payments apart from reparations in kind, and that creditor nations should aid Germany to find export markets for her industrial products. — Reuter.

## INDIAN BOYCOTT.

INFRINGEMENT OF IRWIN-  
GANDHI PACT.

MEETING IN LONDON.

Rugby, Yesterday.

The Secretary for India, Mr. Wedgwood Benn, referring in Parliamentary answers to the question in the Autumn of the Round Table Conference, said that it was hoped the members of the Federal Structure Committee would reach London at the beginning of September. Questioned regarding the fulfilment of that portion of the Irwin-Gandhi agreement which dealt with the Freedom of the Indian people to purchase British goods when they so desired, Mr. Benn said that clauses six and seven of the agreement were now being generally implemented. There had admittedly been instances which in the view of the Government of India, infringed the agreement, but as a result of official action improvement had been effected. — British Wireless Service.

## STABBED IN BACK.

QUARREL SAID TO BE DUE  
TO A DEBT.

In the course of a quarrel, which originated from a debt, Chung Sun, aged 22 years, is stated to have received a knife wound in the back, and was removed to Kowloon Hospital. The incident occurred in Shanghai Street, Yaumati.

Another report from Wanchai states that Wong Lee (18), described as a stall folt at the Wanchai Market, was taken to the Government Civil Hospital suffering from an incised wound in the left arm, stated to have been inflicted with a chopper, during an argument over some work with another Chinese. The alleged assailant has disappeared.

## MORE RAIN.

The Royal Observatory's weather report states: The typhoon has filled up about 300 miles S.W. of Hong Kong.

A depression is shown over Indo-China. Local forecast: N.E. winds, strong, moderating; generally overcast; some rain.

The American Consulate-General has received the following cablegram from the Manila Observatory: Manila to-day 8.45 a.m. Depression in Northern part of China Sea.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day nil. Total since January 1—25.12 inches against an average of 25.35 inches—deficit 0.23 inch.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	77
Macao	79
Pratas Island	77
Pochoh	70
Manila	77
Chefoo	62
Shanghai	63

## UNDER THE SEA TO THE NORTH POLE.

Adventurous Trip in  
Ex-Naval Submarine.

SIR G. H. WILKINS'S VENTURE.

New London, Connecticut, Yesterday.

Escorted by a destroyer and a seaplane and saluted by shrieks from the sirens of surface craft, the ex-naval submarine Nautilus, in which Sir Hubert Wilkins, who is aboard, intends to cruise



Sir G. H. Wilkins.

under the sea to the North Pole, left at noon for Provincetown, Massachusetts, when after a brief test, she will leave for Spitzbergen, thence for the north-east coast of Greenland, whence the dash to the Poles will be made. — Reuter.

## EXTRALITY IN CHINA.

Evasive Reply by Foreign  
Secretary.

Rugby, Yesterday.

Regarding the Extraterritoriality negotiations in China, Mr. Henderson said that Sir Miles Lampson had reported that progress had been made on several points, but he, (Mr. Henderson) was not yet in a position to make a detailed statement. When asked whether it was clear that Britain would in no way be committed before the Treaty was brought before the House, the Foreign Secretary said that there must be a certain form of commitment before any Treaty could get thus far, but there would be opportunity for a full debate before ratification. — British Wireless Service.

## DRUGS LIMITATION.

NOT TO APPLY TO COCA LEAVES  
OR HEMP.

MOTION REJECTED.

Geneva, Yesterday.

The conference for the limitation of the manufacture of narcotics by 43 votes to 2 rejected a motion for the Bogomoloff, the Soviet representative, to insert in the draft convention that the convention should apply to all kinds of raw materials, namely, opium, coca leaves, and Indian hemp besides the narcotic drugs manufacturable therefrom, and derivatives. — Reuter.

## BIT TWO EUROPEANS.

A brown and white fox terrier dog, owned by Bombadier Luckham of Lyceum Barracks, was sent to Kennedy Town for observation yesterday, after it had bitten Gunner Andrews R.A., and Inspector G.A. Stimson. The gunner was treated at the Military Hospital, whilst Mr. Stimson received treatment at the Lyceum Barracks.

## WHO IS MR. SCHMIDT?

Two months' hard labour was imposed on Nicholas Schmidt, at the Kowloon Magistracy this morning, for slowing away from Manila, to Hong Kong on the s.s. Empress of Asia.

Sub-inspector Elston said the man had no papers or passport, and his correct nationality was not known. Defendant was a native of Harbin.

## FORGED REVENUE STAMPS?

Police Informer and His  
Uncle.

COUNSEL AND THE DOLE.

Hearing of the case in which To Luk and Fung Chau-pun are charged with the possession of 240 Revenue stamps of the denomination of \$10 each, alleged to be forgeries, was continued before Mr. Schofield this morning.

Mr. T. Murphy, A.S.P., conducted the prosecution, whilst Mr. F. C. E. Rendall appeared for the first accused, and second accused was represented by Mr. Hin-shing Lo.

A Police informer concluded his evidence, and was cross-examined keenly by Mr. Rendall. Asked what his trade was, witness replied that he was unemployed.

Mr. Rendall—I didn't know that unemployment was a trade. I don't think there is a dole in this Colony.

Witness agreed with Mr. Rendall that he (witness) acted as a Police agent.

In reply to Mr. Lo, witness said that he came into the case from the very first on the instructions of his uncle, Sergeant-Major Lau Siu. Although he was instructed by his uncle he (witness) never discussed the case with him because his uncle very seldom came home.

The case is proceeding.

## BONDHOLDERS' TAX

TWENTY-FIVE PER CENT. ON  
UNCONVERTED STOCK.

AUSTRALIAN DECISION.

Melbourne, Yesterday.

The Premier's conference has adopted a proposal that holders of the internal debt refusing to convert under the new scheme will be subject to a 25 per cent. tax on unconverted stock. — Reuter.

## BY-ELECTION DUE.

TORY M.P. FOR WAVERTREE  
RESIGNS.

Rugby, Yesterday.

Mr. J. A. Tinn, Conservative member for the Wavertree Division of Liverpool, has applied for and been granted the Chiltern Hundreds, thus necessitating a by-election. — British Wireless Service.

## FOND OF JAIL.

With three previous convictions for bribery and theft, a Chinese pleaded guilty before Mr. Schofield in the Central Police Court this morning to the theft of a quantity of clothing and an electric fan, to the total value of \$64, the property of Taul Cheung-wing, 452, Hennessy Road, third floor.

Accused stated that he had only recently been released from jail.

The Magistrate passed sentences of three months' hard labour.

## WRESTLING IN A COUNCIL.

There was a remarkable scene at a recent meeting of Belfast Corporation, two members, Alderman Midgley (Labour) and Alderman Pierce (Unionist), engaging in a wrestling bout during a discussion on a proposed increase of salary to an official. Alderman Midgley described Alderman Pierce as "the greatest galoot in the city." "You are a salaried puppet," retorted Alderman Pierce, referring to the fact that Mr. Midgley is an official of one of the trade unions.

Alderman Midgley walked over to Mr. Pierce and following hot words both got into grips and there was a fierce wrestling match. Other members and officials intervened, and after some time succeeded in separating the two. For several minutes there was uproar, the spectators in the public galleries joining in despite the stern appeals of the Lord Mayor for order. Eventually peace was restored and apologies given.

## TWO INSEPARABLE BROTHERS.

French Rail Disaster  
Parts Them.

ONE KILLED OUTRIGHT.

Among the eight dead in the Paris-Bordeaux express disaster at Etampes was a Briton, Mr. Francis Edward Hatcher-Weetman, of Westmead, near Reading.

His brother, Mr. Walter Hatcher-Weetman, received broken ribs and now lies in hospital. These men, inseparable companions, were at dinner together when the restaurant car of the express jumped the rails and struck a stationary train.

Mr. Walter Hatcher-Weetman was one of the first injured found by the rescuers. He had been pinned beneath the debris of the smashed table at which he had been sitting with his brother.

"I Am All Right," he said. "I am quite all right, and can get out by myself," he said. "Please leave me and attend to others who need help more."

His brother had been killed outright by a blow on the head. Mr. Walter was not informed of his brother's end until the following day.

He asked that he might see the body before its removal for burial. Among the 41 passengers in the wrecked dining car was another Briton, Major Alexander, travelling from London to Pau with his 10-year-old son.

"We were imprisoned in the dining car for half an hour," he said, "though neither of us was in the least hurt."

Dead Before Crash.

A strange circumstance of the disaster was that a passenger in one of the wrecked coaches was already dead when the crash came. She was Mme. Paul Colin, who was being taken to the South of France by her husband on account of her weak health.

Jarred by the movement of the train, she grew suddenly worse and died from heart failure shortly after leaving Paris.

After the wreck rescuers found her body stretched on a carriage seat, her husband prostrate at her feet, where he had been kneeling in a paroxysm of grief at the very moment of the disaster.

He had been slightly injured only, but was unconscious.

## CHEAPER TO BE UNMARRIED.

Mme. Olszewska and  
Her Husband.

Two opera singers of international reputation, the world-famous Mme. Olszewska and Dr. Schipper, of the Vienna Opera House, have decided to obtain a divorce on the grounds of economy.

Once divorced they will save considerably on their income-tax assessments. Apart from the dissolution of the legal tie they do not intend, they declare, to "make any change in their relationship."

On their joint incomes of \$4,600 a year, Dr. Schipper and his wife are taxed to the tune of over \$1,400, the combining of the incomes bringing them within the super-tax class. Assessed separately, the incomes will fall into a far lower class.

Excessive taxation will not be the official ground on which divorce will be sought.

"We resolved on this step purely from motives of economy," Dr. Schipper states. "Nothing has disturbed our happy married life. But I am tied to the Vienna Opera, while my wife is bound by contracts in New York, London, and elsewhere for ten months in the year."

They reached the conclusion that, for the legal bond of being husband and wife during two months of the year, they were paying too high a price.

Nothing to be Changed.

"Nothing in our relationship will be changed in future," Dr. Schipper says. "We have parted—but, I assure you, only in the eyes of the world. Mme. Olszewska and I will remain to one another what we are to-day."

Dr. Schipper married Mme. Olszewska shortly after the famous "splitting episode" behind the scenes of the Vienna Opera House.

Infatuated by the remarks of Mme. Jeritz, another prima donna, who was "standing in the wings," Mme. Olszewska spat at her as she left the stage.

## 88,000,000 HENS FREE TRADERS.

Ill-Fed Under  
Protection.

IN SORRY PLIGHT.

As the result of the German Government's recent experiments in tariffs, 88,000,000 hens are now in a sorry plight.

The trouble has arisen from the Government's wish to benefit rye growers by means of a stiffened duty on foreign wheat, maize and barley. Humans and hens were to be compelled to eat home-produced rye, thereby diverting money into the pockets of the home grower.

So far as humans are concerned, some measure of success has attended the step, but hens display an almost insuperable dislike for undiluted rye.

Ill-fed German hens are no longer able to compete with foreign rivals, and eggs from Denmark, where there is an abundance of cheap and suitable grain, are invading the German market in greater quantities than ever.

The owners of 88,000,000 German hens accordingly are petitioning the Government to modify the duty on wheat, maize and barley so as to enable them to give their pets a cheap and suitable grain mixture, thereby helping the home-produced egg to compete with that from abroad.

But if, to please poultry rears the duty on cereals is lowered, the German Government will expose themselves to the ire of the rye growers, a large and important farming body, particularly in Prussia.

Take, also, the case of hops. German hop growers clamour for an increased duty on foreign hops. But what might be good for the hop growers would certainly be bad for the brewers.

A plentiful supply of cheap hops of a kind not so cultivated in Germany, the brewers point out, is required to enable German beers to compete abroad with their chief rival—beer brewed in Czechoslovakia.

Opposed to an increased duty on hops, German brewers are calling on the Government to stiffen the duty on Czechoslovak beer, which they declare, is getting too big a share in the German market.

Only protests from the German coopers have prevented the Government from acceding to the request of the brewers. A duty which kept Czech beer off the German market, it is pointed out, would cause grave loss to German coopers, who now export to Czechoslovakia the casks used to barrel Czech beers.

Timber, too, provides a proof that tariffs evoke as many trade spectacles as they lay. Private timber growers and German municipalities owning forest land are calling for a tariff sufficiently high to close the German market against wood from Russia, the Baltic States, and Australia.

In equally shrill tones comes a protest from German furniture manufacturers, who fear that an increase in the price of their raw material will favour their foreign rivals.

## KING'S EMPIRE TOUR.

"In reply to your loyal message, it is a great pleasure to the Queen and myself to receive the greetings from our old friends in the Ohhr, assembled to commemorate the thirtieth anniversary of that memorable Empire Tour, of which we preserve the happiest recollections. We thank you for drinking our healths, and cordially reciprocate your good wishes."

(Signed) George, R.I.

The above message was read at a meeting of old shipmates of all ranks to the number of 111, who gathered at dinner at the Criterion Restaurant, London, under the presidency of Admiral of the Fleet, Lord Wester Wemyss, G.C.B., G.M.G., M.V.O., the occasion being the first reunion dinner of the surviving officers and men who formed the crew of H.M.S. Ophir in which, 30 years ago, Their Majesties the King and Queen, when Duke and Duchess of Cornwall and York, made their historic voyage round the Empire.

Dinner was announced by "Eight Bells" struck on the original ship's bell lent by Lady Polson, while a full scale model of H.M.S. Ophir, as fitted for the Royal tour, was loaned by the Orient Line Company, who were the owners of the ship.







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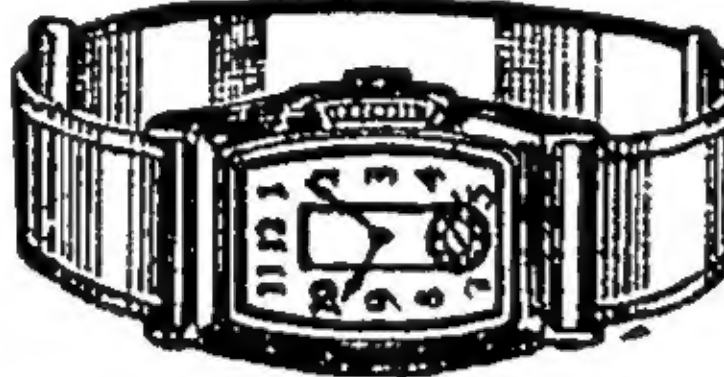
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## SPORT NOTICES

THE HONG KONG JOCKEY  
CLUB.

THE SEVENTH EXTRA RACE  
MEETING will be held (wea-  
ther permitting) at Happy Valley  
on SATURDAY, 6th June, 1931,  
commencing at 2 p.m.  
The first bell will be rung at  
1.30 p.m.

## MEMBERS' ENCLOSURE.

Members are notified that they  
and their Ladies must wear their  
Badges prominently displayed.  
No one without a badge will be  
admitted to the Members' Enclo-  
sure. Badges admitting non-  
members to the Members' Enclo-  
sure and Club Rooms at \$5 for  
Gentlemen and \$3 for Ladies (both  
including tax) are obtainable  
through the Secretary upon intro-  
duction by a member, such member  
to be responsible for payment of  
all debts, &c.  
Badges admitting to Members'  
Enclosure will not be on sale at  
the Race Course.  
Members can obtain upon ap-  
plication to the Secretary Badges  
(limited to ONE) for the free ad-  
mission to the Members' Enclosure  
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friends. Names must be stated  
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On no pretext will children be  
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ing the Meeting.

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The Price of admission to the  
Public Enclosure is \$2 in-  
cluding tax, for all persons in-  
cluding ladies and is payable at the  
Gate.  
Soldiers and Sailors in uniform  
are admitted half price.  
Bookmakers, Tic Tac men, &c.,  
will not be permitted to operate  
within the precincts of the Hong  
Kong Jockey Club during the Race  
Meeting.  
Tiffin will be obtainable in the  
Restaurant in the Public Enclo-  
sure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 1st June, 1931.

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

Public Auctions

## GOVERNMENT NOTICES.

O. R.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS  
of the Sale by Public Auction  
to be held on MONDAY, the  
8th day of June, 1931, at  
3 p.m., at the Offices of the  
Public Works Department, by  
Order of His Excellency the Gov-  
ernor, of one Lot of Crown Land  
at Kau Pui Shek, in the Colony  
of Hong Kong, for a term of 75  
years, with the option of renewal  
at a Crown Rent to be fixed by  
the Surveyor of His Majesty the King,  
for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in Acres, Roods, Poles, and Perches.	Annual Rental.
Lot No. 218.	As per sale plan.	1.100	\$100

G. R.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS  
of the Sale by Public Auction  
to be held on MONDAY, the  
8th day of June, 1931, at  
3 p.m., at the Offices of the  
Public Works Department, by  
Order of His Excellency the Gov-  
ernor, of one Lot of Crown Land  
at Tai Kok Tsui, in the Colony  
of Hong Kong, for a term of 75  
years, with the option of renewal  
at a Crown Rent to be fixed by  
the Surveyor of His Majesty the King,  
for one further term of 75  
years.

## PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in Acres, Roods, Poles, and Perches.	Annual Rental.
Lot No. 219.	As per sale plan.	1.084	\$100

## GOVERNMENT NOTICES

O. R.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS  
of the Sale by Public Auction  
to be held on MONDAY, the  
8th day of June, 1931, at  
3 p.m., at the Offices of the  
Public Works Department, by  
Order of His Excellency the Gov-  
ernor, of one Lot of Crown Land  
at May Road, in the Colony  
of Hong Kong, for a term of 75  
years, with the option of renewal  
at a Crown Rent to be fixed by  
the Surveyor of His Majesty the King,  
for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in Acres, Roods, Poles, and Perches.	Annual Rental.
Lot No. 220.	As per sale plan.	1.100	\$100

G. R.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS  
of the Sale by Public Auction  
to be held on MONDAY, the  
8th day of June, 1931, at  
3 p.m., at the Offices of the  
Public Works Department, by  
Order of His Excellency the Gov-  
ernor, of one Lot of Crown Land  
at Tai Kok Tsui, in the Colony  
of Hong Kong, for a term of 75  
years, with the option of renewal  
at a Crown Rent to be fixed by  
the Surveyor of His Majesty the King,  
for one further term of 75  
years.

## PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in Acres, Roods, Poles, and Perches.	Annual Rental.
Lot No. 221.	As per sale plan.	1.084	\$100

G. R.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS  
of the Sale by Public Auction  
to be held on MONDAY, the  
8th day of June, 1931, at  
3 p.m., at the Offices of the  
Public Works Department, by  
Order of His Excellency the Gov-  
ernor, of one Lot of Crown Land  
at Tai Kok Tsui, in the Colony  
of Hong Kong, for a term of 75  
years, with the option of renewal  
at a Crown Rent to be fixed by  
the Surveyor of His Majesty the King,  
for one further term of 75  
years.

## PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in Acres, Roods, Poles, and Perches.	Annual Rental.
Lot No. 222.	As per sale plan.	1.084	\$100

## COMPANY MEETINGS

PEAK TRAMWAYS COMPANY,  
LIMITED.

NOTICE IS HEREBY GIVEN  
that the ANNUAL ORDINARY  
GENERAL MEETING of Share-  
holders will be held at the  
Hong Kong Hotel, Hong Kong, on  
MONDAY, the 15th June, 1931, at  
11 a.m. for the purpose of receiv-  
ing the Report of the Directors to-  
gether with a Statement of Ac-  
counts for the year ended 30th  
April, 1931.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
MONDAY, 8th day of June, to  
MONDAY, 15th day of June, 1931,  
both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hong Kong, 2nd June, 1931.

INDO-CHINA STEAM NAVI-  
GATION COMPANY, LIMITED.

THE FIFTIETH ORDINARY  
GENERAL MEETING of the  
Company will be held at the  
Offices of the General Managers,  
Messrs. Jardine, Matheson & Co.,  
Ltd., Pedder Street, Hong Kong,  
on WEDNESDAY, the 17th June,  
1931, at Noon for the purpose of  
receiving the Report of the Direc-  
tors, passing the Accounts, and  
Electing Directors and Auditors.  
The TRANSFER BOOKS of the  
Company will be CLOSED from  
the 10th June to 1st July, 1931,  
both days inclusive.

By Order of the Board,  
JARDINE, MATHESON & CO.,  
LTD.  
General Managers.  
Hong Kong, 27th May, 1931.

## PHOTO - SUPPLIES

Kodaks and Cameras.  
Films, Plates and Papers, etc.  
Developing, Printing and  
Enlarging.

ZIESS and BUSCH  
FIELD GLASSES  
Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.  
Tel. No. 24458.  
28A, Des Voeux Road, C.  
Hong Kong.

## RADIO

## TO-DAY'S PROGRAMME.

The following programme will  
be broadcast to-day from the  
Hong Kong Broadcasting Station  
on Z.B.W. on a wavelength of 355  
metres.

6.3 p.m.—European Programme  
of Victor Records.

6.42 p.m.—Band Music.

Semper Fidelis March (Sousa),  
American Patrol (Meacham),  
Victory March (Sousa),  
Shepherd's Hey (Arr. Sharp),  
Glorious (Hampton Tradition), (Arr.  
Sharp).

Mayfair Band, 20641.

Country Gardens (Arr. Sharp),  
Bobbing Joe (Arr. Sharp).

Mayfair Band, 20642.

6.21-6.35 p.m.—Hawaiian Music.

Hano Hano Hawaii,  
Hawaiian Moon, Kane's Hawaiians, 20704.

Drowsy Waters,  
Hilo—Hawaiian March,  
Kane's Hawaiians, 20702.

6.35-7.17 p.m.—Variety.

Organ Solo—Where the Shy Little  
Violets Grow,  
Organ Solo—When Summer is Gone,  
Jesse Crawford, 21876.

Song—Kentucky Babe,  
Song—Mighty Lak' a Rose,  
Vaughn De Leath (Soprano), 20664.

Piano Duet—Ragmuffin,  
Piano Duet—Dance of the Paper Dolls,  
Victor Arden & Phil Ohman, 21922.

Song—Where is the Song of Songs  
For Me?  
Franklyn Baur, (Tenor), 21904.

Organ Solo—Dawn of To-morrow,  
Organ Solo—When Day is Gone,  
Jesse Crawford, 20838.

Male Quartet—The Home Over There,  
Male Quartet—In The Sweet  
Bye-and-Bye,  
Peerless Quartet, 20669.

7.17-8 p.m.—Instrumental Music.

Instrumental Quartet—Torna A Sur-  
rento (Come Back to Sorrento)  
(De Curtis),  
Trilo Instrumental Quartet—Serenata  
Silvestri (Silvestri) Neapolitan  
Trilo,  
Florentine Quartet, 20666.

Mandolin Solo—Neapolitan Caprice  
(De Pace),  
Mandolin Solo—Souvenir, Barcarolle  
Humoresque (Arr. De Pace),  
Bernardo De Pace, 20670.

Violoncello Solo—Menuet (Debussy),  
Violoncello Solo—Gavotte Tendre,  
(Hillemacher),  
Pablo Casals, 1191.

Piano Solo—Fairy Tale (Nicholas  
Medtner),  
Piano Solo—Suggestion Diabolique  
(Prokofiev),  
Benno Moisevitich, 1449.

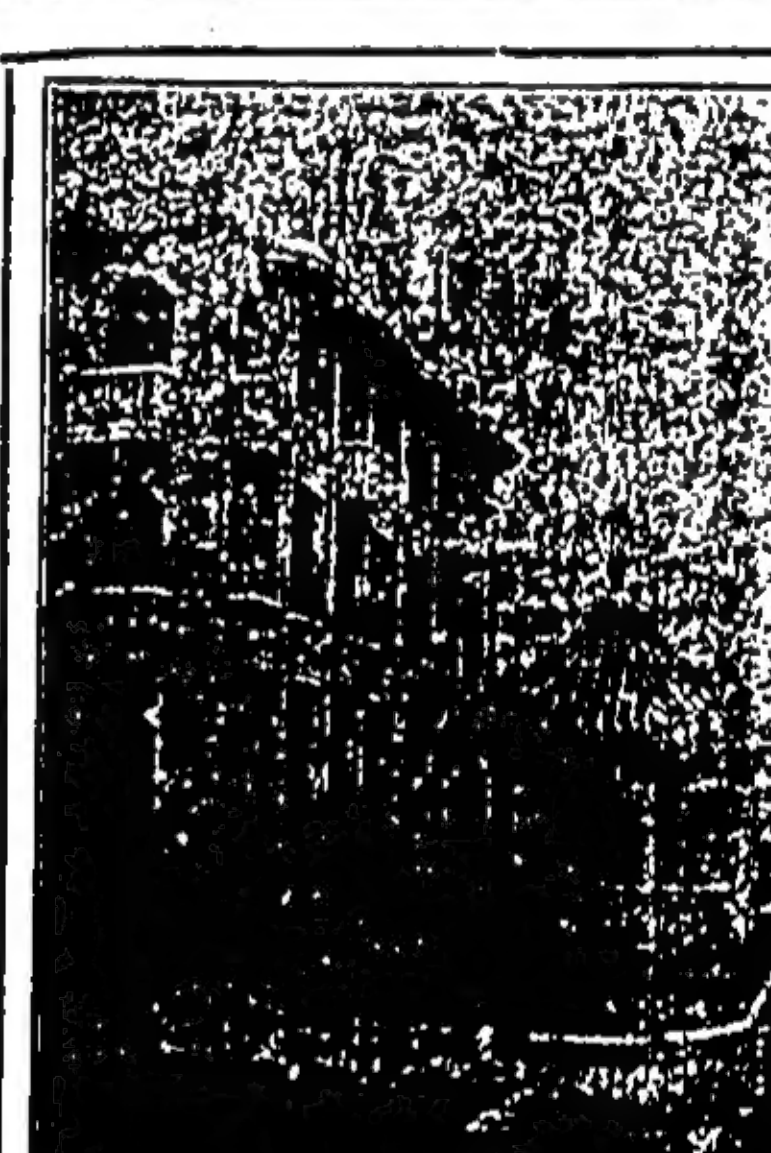
Violin Solo—Invocation (Owen-Kreis-  
ler),  
Violin Solo—Oriental Romance  
(Rimsky-Korsakow),  
Fritz Kreisler, 1209.

Brass Ensemble—Torchlight Dance  
No. 1 (Meyerbeer),  
Victor Brass Ensemble,  
Quartet—(a) Souvenir (Drda) (b)  
Serenade (Drigo),  
Florentine Quartet, 20837.

8 p.m.—Local Time and Weather  
Report.

8.3-10.27 p.m.—Chinese Studio  
Concert.

10.30 p.m.—Close Down.



## CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.

(Facing the Kowloon Cricket  
Club. Four minutes from ferry  
by bus.)  
Suites of rooms (single and  
double), hot and cold water  
system, all modern sanitation,  
private bathrooms attached.

## EXCLUSIVE TABLE

entirely under European  
management.  
Hotel has a splendid aspect in  
one of the finest locations in  
Kowloon, away from noise, yet  
easily accessible.  
Terms very moderate. Reserva-  
tions by letter or cable.

## CLAREMONT



# LOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR  
**BRINDISI, VENICE & TRIESTE**

via Singapore, Colombo, Bombay, Aden, Suez & Port Said  
Taking Cargo on through Bills of Lading  
to Piumo, Genoa, All Italian, Adriatic, Levant,  
Black Sea and Danube Ports.

Passengers to LONDON (Overland).

**NEXT SAILINGS FROM HONG KONG**

	For Shanghai & Japan	For Singapore & Italy
S.S. "MONCALIERI"	June 4	June 4
S.S. "GANGE"	June 17	June 17
S.S. "CARIGNANO"	July 5	July 5
S.S. "VENEZIA"	June 29	Aug. 2
S.S. "PILSNA"	June 30	July 12
S.S. "TEVERE"	July 28	Aug. 9

† Outward voyage to Shanghai only.

\* Passenger vessels with First, Second and Second Economic Classes.

Attention is called to the s.s. Gange which will make the journey Hong Kong/Italy in 24 days thus affording London passengers to arrive at destination in 26 days.

For Freight and Passages apply to:  
Queen's Building, T. 1. 28021  
**DODWELL & CO., LTD.**  
Agents



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING  
FROM \$31 TO \$120 ON SALE

AN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Tuesday, 9th June.
TAIYO MARU	Tuesday, 9th June.
CHICHIBU MARU	Wednesday, 24th June.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HEIAN MARU	Tuesday, 30th June.
HIKAWA MARU	Tuesday, 28th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
KATORI MARU	Saturday, 13th June.
KASHIMA MARU	Saturday, 27th June.
SYDNEY & MELBOURNE via Manila & Porto.	
ATSUTA MARU	Saturday, 27th June.
KAMO MARU	Saturday, 25th July.
BOMBAY via Singapore, Penang, & Colombo.	
KAGA MARU	Thursday, 11th June.
† HAKODATE MARU	Saturday, 27th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
GINYO MARU	Tuesday, 30th June.
NEW YORK, BOSTON via Panama.	
† TAKEOTOYO MARU	Sunday, 14th June.
† TATSUNO MARU	Saturday, 4th July.
LIVERPOOL via Port Said, Stambul (Constantinople), Genoa.	
† DAKAR MARU	Monday, 16th June.
CALCUTTA via Singapore, Penang & Rangoon.	
† PENANG MARU	Monday, 8th June.
† CALCUTTA MARU	Monday, 16th June.
SHANGHAI, KOBE & YOKOHAMA.	
† MURORAN MARU (Mojil direct)	Friday, 5th June.
† HAKONE MARU	Friday, 12th June.
† KAMO MARU (Nagasaki direct)	Friday, 19th June.
† Cargo only.	

For further information apply to:—**NIPPON YUSEN KAISHA.**  
Telephone 30291. (Private exchange to all departments.)

## O. S. K.

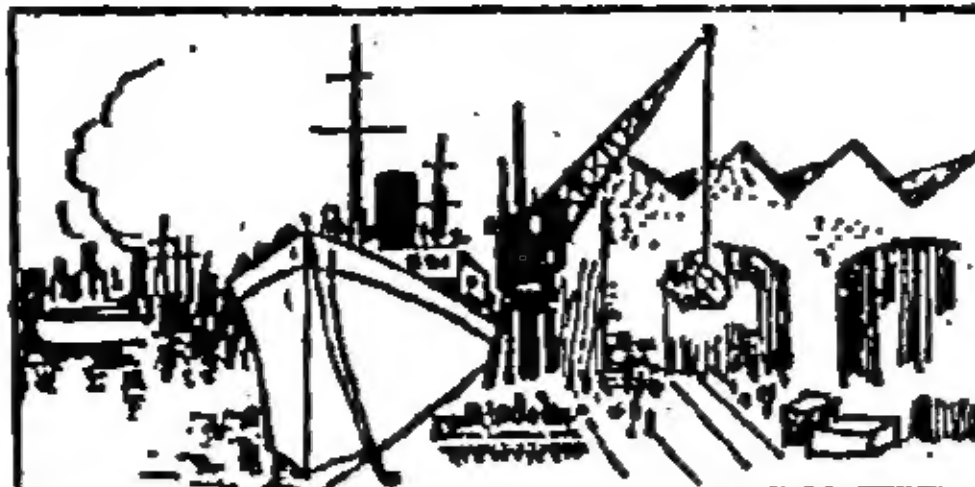
SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Andes Maru	Thurs., 11th June
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Montevideo Maru	Fri., 26th June
BOMBAY via Singapore & Colombo.	Argun Maru	Fri., 19th June
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Chicago Maru	Fri., 5th June
MELBOURNE via Manila, Brisbane & Sydney.	Sydney Maru	Fri., 5th June
CALCUTTA via Singapore, Penang & Rangoon.	Hamburg Maru	Thurs., 18th June
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.		
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Tokai Maru	Wed., 9th July
JAPAN PORTS (Freight Service).	Atlas Maru	Sun., 14th June
HAIPHONG via Hoihow & Pakhoi (Fortnightly).	Menado Maru (under docking)	Thurs., 11th June
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Canton Maru	Sun., 7th June
	Hosan Maru	Sun., 14th June
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs., 18th June

For further particulars please apply to:—  
**OSAKA SHOSEN KAISHA.**  
Telephone 28061.

Donations and Subscriptions must  
now be sent to the Hon. Treasurer,  
Mrs. H. E. Goldsmith, 525, The Peak.

**HONG KONG BENEVOLENT SOCIETY.**



## Shipping Intelligence.

### ARE LINERS TOO BIG?

Question of Profits For Their Owners.

When Sir Walter Runciman, during the course of a speech which he made some time ago, remarked that there was no necessity for large-sized liners (by which he meant vessels of the size of the mammoth trans-Atlantic ship), he was saying what was in the minds of a good many connected with shipping, shipbuilding and marine engineering. Moreover, does the passenger really enjoy a trip the more in the "Majestic" for instance, than in a ship of equal luxury but of 20,000 tons? A wide experience of travel on all classes of liners inclines us to doubt it, says the Motor Ship.

It is sometimes said by shipping companies that their big liners pay best, but it may only be because they are the best liners and not the biggest. There is the question of prestige, but too much may be sacrificed for that, and one wonders whether a passenger liner costing up to \$5,000,000 on its own, without any extraneous factors, can pay its way.

In a bad season, when it runs half empty, the losses can easily be enormous. The cost of laying up for overhaul and repairs is far above that of smaller vessels, and any slight delay is equally expensive. There is a real argument that good would be effected if all the liner-owning companies would call a halt in the construction of the mammoth ship and agree to limit their tonnage to something reasonable, say in the neighbourhood of 25,000 tons gross. And it is specially unfortunate that in almost all cases (except in Great Britain) Government assistance is afforded in financing the construction.

### CONSIGNEES' NOTICES

Consignees of cargo ex s.s. Benlomond are reminded to take delivery of their goods which will be subject to rent after June 5. Consignees of cargo ex s.s. Carignano are reminded to take delivery of their goods which will be subject to rent after June 7. Consignees of cargo ex s.s. Benlauer are reminded to take delivery of their goods which will be subject to rent after June 11.

### ARRIVALS OF SHIPS.

Tuesday, June 2.	Kingyuan, British str., 1,546 tons, Capt. J. Taylor, from Hoihow, buoy No. B14.—B. & S.
Tuesday, June 2.	Talma, British str., 6,154 tons, Capt. Harley, from Singapore, Kowloon Wharf.—M. M. & Co.
Tuesday, June 2.	Tjisalak, Dutch str., 3,613 tons, Capt. P. Meeran, from Manila, buoy No. A11.—J.C.J.L.
Wednesday, June 3.	Anshun, British str., 1,869 tons, Captain J. M. McCulloch, from Amoy, buoy No. B3.—B. & S.
Wednesday, June 3.	Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O. S. K. Wharf.—O.S.K.
Wednesday, June 3.	Cheongshing, British str., 1,266 tons, Captain D. G. Burleigh, from Weihaiwei, buoy No. B2. J. M. & Co.
Wednesday, June 3.	Cremor, Dutch str., 2,784 tons, Captain G. J. Harmsen, from Swatow, buoy No. A16.—J.C.J.L.
Wednesday, June 3.	Deli Maru, Japanese str., 1,293 tons, Capt. E. Sanada, from Canton, buoy No. C3.—O.S.K.
Wednesday, June 3.	Empress of Asia, British str., 8,883 tons, Capt. L. D. Douglas, from Manila, Kowloon Wharf.—G.P.S.
Wednesday, June 3.	Hydrangea, British str., 561 tons, Captain P. W. Grierison, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.
Wednesday, June 3.	Kachosan Maru, Japanese str., 1,423 tons, Capt. A. Saito, from Port Arthur, buoy No. B23.—M.B.K.
Wednesday, June 3.	Moncalieri, Italian str., 3,241 tons, Capt. Stanzani, from Shanghai, buoy No. A6.—Dodwell & Co.
Wednesday, June 3.	Paling Maru, Japanese str., 1,667 tons, Capt. K. Mineoka, from Canton, buoy No. B9.—N.Y.K.
Wednesday, June 3.	Produce, Norwegian str., 743 tons, Capt. C. W. Engeretsen, from Canton, Yaumati Anchorage.—K. Larsen & Co.
Wednesday, June 3.	St. Albans, British str., 2,538 tons, Capt. F. R. Miller, from Manila, Kowloon Wharf.—M. M. & Co.

be subject to rent after June 7. Consignees of cargo ex m.v. Malaya are reminded to take delivery of their goods which will be subject to rent after June 9. Consignees of cargo ex s.s. Benlauer are reminded to take delivery of their goods which will be subject to rent after June 11.

### POST OFFICE NOTICE.

#### INWARD MAILS.

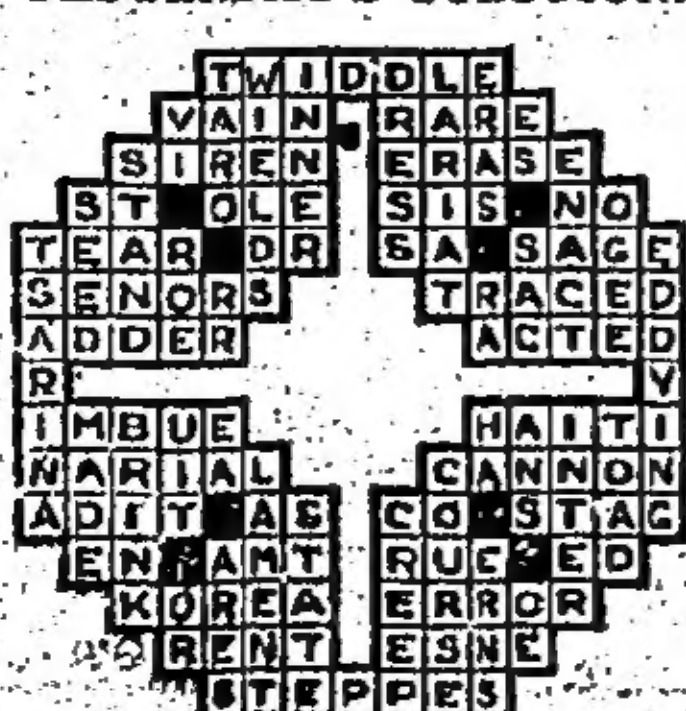
THURSDAY, JUNE 4.	Europe via Suez (Letters and Papers, London, May 7 and Parcels, April 30) ... Kashgar
FRIDAY, JUNE 5.	U.S.A., Honolulu, Japan and Shanghai (San Francisco, May 8) & Europe via Siberia (London, May 16) ... President Wilson
	U.S.A., Canada, Japan & Shanghai (Seattle, May 16) ... President Jefferson
	Japan and Shanghai ... Kashmir

#### OUTWARD MAILS.

THURSDAY, JUNE 4.	Manila, Australia & New Zealand via Brisbane
	Sydney Maru (Due Brisbane, June 18.)
	Parcels ... June 4, 3 p.m.
	Registration ... 4.15 p.m.
	Letters ... 5 p.m.
	Tean ... 3.30 p.m.
	Tai Yuan ... 3.30 p.m.
	Pook On ... 4 p.m.
	Talma ... 5 p.m.
	Benlauer ... 5 p.m.
FRIDAY, JUNE 5.	Empress of Asia (Due Vancouver, B.C., June 22 and Europe via Siberia.)
	Parcels ... June 4, 5 p.m.
	Registration ... June 5, 9.15 a.m.
	Letters ... 10 a.m.
	Daviken ... 8.30 a.m.
	Chicago Maru ... 10.30 a.m.
	Klungchow ... 12.30 p.m.
	Tjisalak ... 12.30 p.m.
	Hai Yang ... 1 p.m.
	President Wilson ... 4.30 p.m.
	Hoihow, Pakhoi and Haiphong ... Straits, Ceylon, East Africa via Mombasa & S. Africa via Lourenco Marques
	Hoihow, Pakhoi and Haiphong ... Amoy
	Swatow, Amoy and Foochow ... Manila

\*Superscribed correspondence only.

### YESTERDAY'S SOLUTION.



### WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Bruce—No. 8 buoy.	Hermes—No. 2 buoy.
Odin—in dock.	Otus—in dock.
Sandwich—No. 10 buoy.	Seamew—in dock.
Sirdar—No. 9 buoy.	Somme—North arm.
Tamar—Basin.	Thracian—in dock.
Vindictive—No. 6 buoy.	

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', LONDON, STRAITS AND MANILA.

The Steamship, "BENLOMOND"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th June will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 19th June or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June at 10 a.m. by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD.

Hong Kong, 20th May, 1931.

#### NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship, "BENMACDHUI"

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th June will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 21st June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June, at 10 a.m. by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD.

Hong Kong, 31st May, 1931.

### LOYD TRIESTINO NAV. CO.

#### NOTICE TO CONSIGNEES

Chartered Steamer, "CARIGNANO" From TRIESTE, VENICE & PORTS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Company, Ltd. at Kowloon whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent. All claims against the vessel must be presented to the Underwriter on or before the 17th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant at 10 a.m. by our surveyors, Messrs. Godard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Hong Kong, 1st June, 1931.

### THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The Motor Vessel, "MALAYA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 9th June, 1931, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashe on the 8th June, 1931, at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 19th June, 1931, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.

Hong Kong, 2nd June, 1931.

## EMPRESS OF ASIA

Sails

NOON—FRIDAY

JUNE 5th

For

VICTORIA and VANCOUVER

via

Shanghai—Nagasaki—Kobe & Yokohama.

The White Empresses are the largest and fastest liners on the Pacific.

QUICKEST TIME!

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Honolulu	Vancouver
Empress of Asia	June 5	June 6	June 11	June 13	June 22	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 3	July 8
Empress of Russia	July 3	July 6	July 9	July 11	—	July 20
Empress of Japan	July 18	July 21	July 23	July 25	July 31	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	—	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	—	Aug. 30
Empress of Russia	Aug. 28	Sept. 1	Sept. 3	Sept. 5	—	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	—	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	—	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	—	Oct. 25

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THURS. 18th	SAT. 20th	MON. 15th	TUES. 16th
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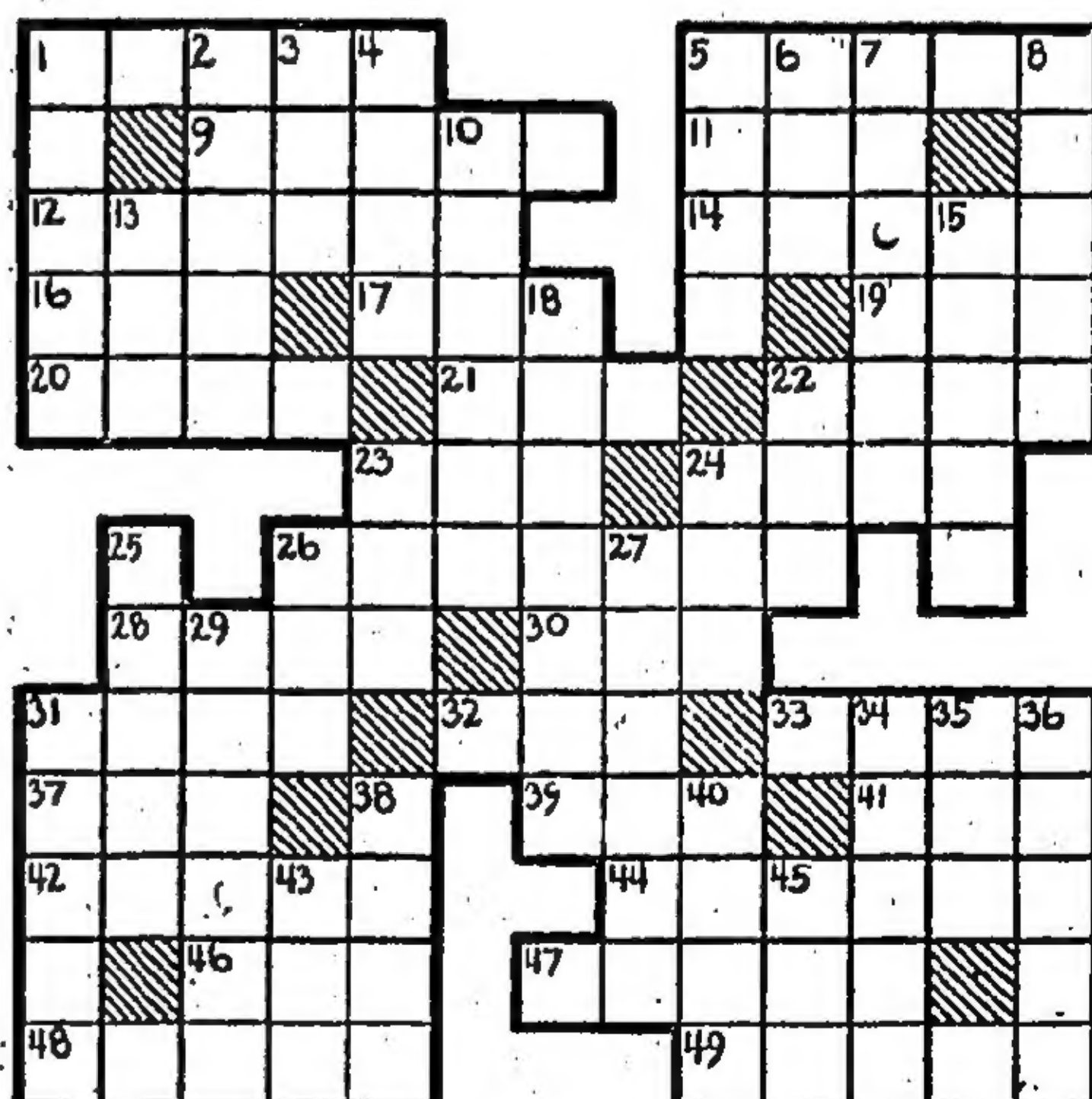
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## SANG WO Co., Ltd.

### DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, ploie, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1—A city of Georgia	41—A rodent	13—Hand (Scott.)
5—Apparition	42—To escape	15—Game played with cards and disks
9—Very fat	44—The period of minority	18—Following the exact words
11—Possessive pronoun	46—To recline	22—Nothing
12—A horse-drawn vehicle	47—Wearied	23—Unused
14—Sluggers	48—Inclined	24—Possessed
16—Possession	49—To torment	25—Bringing death
17—Salt (Latin)		26—Precious stone
19—Obtained	VERTICAL	27—A seaport city in N. E. Italy
20—Insect (pl.)	1—Familiar Arabian coffee	28—A body of unorganized stellar substance
21—A number	2—Shore	31—To commit larceny
22—Brief letter	3—Japanese sash	34—Ploughed land (Sp.)
23—A negative	4—A promontory or cape	35—To drop or band
24—Suggestion	5—Clothed blood	36—A cubic metric measure
26—Indefinite or vague	6—Particular shades of a color	38—A vegetable
28—Again	7—N. W. State of the United States	40—A red wine
29—From (Latin)	8—Flavor	41—A rattling sound
31—A now-ataak	9—A division of the year	45—Beri
33—To go by		
37—Reckoning or tally (Colleg.)		
39—Part of the month		







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1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Fried Chicken Slices with Preserved Greens.
5. Milk Gruel with Special Flavouring.
6. Steamed Rice Mixture.

Price:—\$2.00 per dinner per person.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

Price:—\$1.50 per dinner per person.

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patrons can order other dishes also as moderately charged  
as the menu. One can choose to the individual taste, either  
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or fried garoupa, pigeons, as well as one hundred other  
delicacies too numerous to enumerate.

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Hong Kong, Thursday, June 4, 1931.

## Local Film Critics.

In many ways the people of Hong Kong are like the Irishman of the story—who didn't know what he wanted and wasn't happy until he got it. Especially is this so with the section of the public which patronises the cinema. It is for ever bewailing the fact that good films are never shown in the local cinemas, yet when occasionally it is given a good picture it is slow to appreciate it. There is no sense of proportion, too. People behave here as though they had never heard of drama, of imagination, or the licence allowed to fiction. If, for example, an animal film is shown, they seem unable to judge it on its merits; some cantankerous and capricious "critic" must write letters to the Press about "lust," "cruelty," and "barbarity." If the picture deal with a domestic tragedy, such as "Min and Bill," this same critic must needs draw attention to its "sordidness," or if it be a war picture such as "All Quiet" or "Hell's Angels," he will find that it offends the spirit of the League of Nations. People of this type cannot understand that a picture, like a play, is a form of entertainment, and that the aim and purpose of dramatic art is to portray life as it is, and not as a false and sugary vision where the wronged are always righted, where there is no ugliness and no pain, and every ending is a happy one.

There has been a number of incredibly bad films shown in Hong Kong, it is true; some which insulted the intelligence and offended the taste. But it must be remembered that these

films were written for the great American public, which is easy to please and difficult to shock. British films have been given a chance at the local cinemas, but they have failed to justify the patriotic feeling that "we ought to have British films," and in most cases proved a loss to the box offices. There is some quality about Hollywood-made pictures, in spite of their vulgarity, their inanities, and their very bad art, which leaves Elstree a long way behind. It is not that Britain has no actors with good film personalities; she has. The trouble is that she can't keep them. They go to the United States, where they are paid big salaries, given suitable roles in pictures which are destined to be great financial successes, and what is more highly-prized by the actor, given as much publicity as they can stand without getting tired of seeing their own faces in every newspaper and on every placard.

Hollywood scores because it has directors and producers who are geniuses; men who are artists to the finger tips, men who are in sensitive touch with the great American public and know what it likes. What the film industry lacks there is writers. The majority of scenario writers in America produce "copy" which it should be a criminal offence to publish; their influence, through the medium of the films, has had more to do with the re-vulgarising of the American people than that thinly-veiled form of disrespect, democracy. The puerile rubbish which quite sensible looking young men roar or whisper from the screen destroys what education is attempting to build up; it is a poisonous sea which has flooded not only the whole of the American continent, but Britain as well. That is not art, because it is not life. It is the silly, ignorant, prevaricating piffle of fifth-rate minds who have foisted this kind of illiterate "muck" on a public which was starved for something worth while and decently intelligent. It is the same with certain sections of the American Press, the aim of whose newspaper proprietors seems to be further to demoralise the great American public with its filthy jargon, its lies, its bullying tactics and its lack of common decency.

The talking picture had a wonderful opportunity when it replaced the silent film to do for the drama what cheap editions of the classics have done for poor people. It had the chance to educate the public as no university

could educate it; to bring before it at a price all could afford to pay the best plays, the best music, and the greatest actors. It has done none of these things. A good play or a first-class novel are ruined when they are produced on the screen; except in film-plays in which Norma Shearer has appeared the aim of the producer has obviously been to emphasise the "sensational." What might have been a notable film, because the acting in it was with one or two exceptions excellent—"Morocco"—was utterly spoiled by "picturesque" improbabilities, and the same may be said of "Trader Horn." What the film industry needs, whether British or American, is less industry and more imagination; more art and less fake; more realism and less vulgar sentimentality. For, at present, however captious the Hong Kong critics are, even if they do not know what they like or what they want, they cannot be too captious. They have the right to complain against the onslaught of demoralising drivel.

## News in Brief.

The Empress of Asia sails for the North and Canada to-morrow at noon.

The lowest open air temperature yesterday was 75 degrees. The humidity was 74 at 6 a.m. and 86 at 2 p.m.

Mo Kwan (33) a coolie living at 98 East Street, was admitted to the Government Civil Hospital suffering from injuries to his face, which he received when he fell a height of 25 feet from a scaffolding.

A heavy downpour of rain yesterday afternoon threatened to eliminate outdoor sport, but fortunately it did not last long, with the result that lawn tennis and lawn bowls were indulged in at nearly all the Clubs.

Suffering from internal injuries caused by a fall whilst carrying sacks of grain at a godown at Kennedy Town yesterday, Tam Chung (58) stated to be a coolie, was removed to the Government Civil Hospital for treatment.

A married woman, Li Yung (22), of 95 Argyle Street, Mongkok, was taken to the Kowloon Hospital at 10.50 o'clock last night suffering from the effects of lye poisoning, which she is alleged to have taken in an attempt to put an end to her life.

The theft of 121 chickens, one week old, and valued at \$28 in all, has been reported to the Police by Lee Chun-kwai, house coolie of Inland Lot 3278 Pokfulam Road, who states that the theft occurred between 7.30 p.m. on June 2 and 7.30 yesterday morning.

Sau Chui-chung, a temporary resident at a room in the Kum Toi Hotel, Yaumatei, was removed to the Kowloon Hospital last evening suffering from the effects of opium poisoning. The drug is alleged to have been self-administered. The victim's condition is not serious.

Pleading "guilty" to breaking and entering No. 118 Canton Road on June 2, and stealing a jacket, a singlet, and a pair of trousers, the property of Chan So, an accountant, Lam Yuk-wing was at the Kowloon Police Court this morning sent to jail for six months with hard labour.

Mr. A. M. Gomes, residing at 100, Tung Choi Street, Mongkok, has reported to the Police that between 10 a.m. on Tuesday and 11 o'clock last night, some person gained entrance to his flat by means of using a duplicate key. Money and clothing to the total value of \$314 comprised the haul.

The Treasurer of the Sailors' and Soldiers' Home gratefully acknowledges the receipt of the following donations in response to the recent appeal for funds: Hon. Mr. W. T. Southern, C.M.G., and Mrs. Southern, \$100; Major H. B. L. Dowling, O.B.E., \$15; Commodore A. H. Walker, O.B.E., \$25; and Mr. D. F. Warren, \$25.

Revenue Officer Young prosecuted in the case against Leung Hol-chuen, who was charged at the Kowloon Magistrate's court this morning with keeping an opium den at 19, Pakhoi Street, and also with having unlawful possession of 3.5 taels of prepared opium and 8 taels of raw opium. Fines amounting to \$570 were imposed, or, in default, three months' imprisonment.

## CORRESPONDENCE.

## KOWLOON BUS "SERVICE."

(To the Editor of "China Mail.")

Sir,—Further to the question of discourtesy and unsatisfactory service on the Kowloon buses, allow me to quote a few instances of unpardonable incivility which I have personally experienced.

Three weeks ago, whilst I was travelling in a bus I was put to much inconvenience due to the driver incessantly expectorating out of his window. The wind, rushing past, brought fine sprays of saliva into the bus and across my face. Repeated attempts on my part to discourage such a noxious practice by warning the driver produced no result. At last I was told by the offender that he could not help spitting and that if I was annoyed I could pull up the window.

Now, Mr. Editor, can you imagine such insolence coming from the "trained" employees of a public utility company? I was so enraged that I refrained from reporting the driver to the company, because of the fact that on a former occasion, when I made a complaint against another employee for refusing to stop a half-empty bus when hailed, the Manager stupidly informed me that he had no control over his men and actually asked me to overlook the matter, as though it were trivial and of no consequence.

There is another thing that is exceptionally annoying to passengers. Apparently one Bus Company does not object to its employees smoking on their cars. I have myself seen (and I have witnesses to corroborate my assertion) drivers nonchalantly smoking cigarettes, pipes and offensive native tobacco whilst driving. Nor is this all: the sparks and ashes, flying backwards, almost made holes in my suit on a few occasions. Once, I observed with indignation a spark getting into the eye of a Chinese lady sitting beside me.

Instances of the culpable disregard for the comfort of fares are too numerous to mention at length, and in order not to make this letter too long and tedious I will leave your other readers to come forward with other complaints which, I am sure, are legion.

Thanking you for the insertion of this letter and trusting that you will continue in this campaign against the flagrant misinterpretation of the idea of service; and, I, for one, will take off my hat to you, Yours, etc.,

DISGUSTED.

Hong Kong, June 4.

# TRAGEDY OF LONE ISLAND.

## Four Out of 7 People Die of Starvation.

### WOMAN'S EXPERIENCE.

A graphic account of the tragedy of St. Paul Island—a lonely rock in the South Indian Ocean—on which four of the seven inhabitants died of starvation last year, was furnished on his arrival at Marseilles by the 19-year-old Louis Herledan, a Breton lad who was one of the three survivors.

For nine months the life of the little colony was a long agonising battle with death in the solitude of 2½ square miles of rock midway between the Cape and the south-west corner of Australia.

Stores Burned.  
The party consisted of Louis Herledan, a married couple named Brunon, and three labourers—the remnants of the Breton colony planted on the island in 1928 to run a tinne lobster factory—and a negro. All the rest were taken back to France, leaving Herledan and his companions to guard the establishment.

In the early part of the year all their stores were destroyed by an outbreak of fire. Supplies were expected in May or June, but they did not arrive.

The vegetation of the island, which is of volcanic origin, was scanty, and scurvy soon broke out.

Baby's Death.  
At the end of March Mme. Brunon gave birth to a child, which died at the end of a few weeks. One of the labourers next died, and then the negro collapsed, and was devoured by birds as he expired. Some weeks later M. Brunon, who was also suffering from scurvy, died in the arms of his wife, who was nearly driven mad by the experience of having to live beside the corpses of her child and husband, as no one could bury them.

Finally in October, another of the men went away to fish, and did not return.  
Woman Elects to Stay.  
At the end of December, when the steamer arrived, there were only three persons—Herledan, Mme. Brunon and one of the labourers—remaining. Herledan returned to France by liner, while Mme. Brunon and the labourer, who finally recovered from their experience, stayed behind in company with the new contingent of about 60 French people, who had come out in the steamer to continue the operation of the factory.

# SIR W. PEEL AND LADY PEEL.

## Reception for King's Birthday.

OVER 1,500 GUESTS.

Over 1,500 guests attended the reception, given by Sir William Peel and Lady Peel at Government House last night on the occasion of the King's Birthday. The grounds were prettily decorated, and guests were received in the Ballroom.

Refreshments were served in marquees in the garden, where the band of the South Wales Borderers, with the pipes and drums of the Argyll and Sutherland Highlanders, gave musical selections.

His Excellency the Governor and Lady Peel greeted members of the Legislative and Executive Councils in the Ballroom, after which guests were introduced to them individually.

# ROUND THE CINEMAS

## JENNY LIND REVIVED ON SCREEN.

"A LADY'S MORALS."

Gilbert Emery, an American, plays a Briton, and Reginald Denny, an Englishman, plays a Swede in "A Lady's Morals." Grace Moore's first Metro-Goldwyn-Mayer starring vehicle, based on the life of Jenny Lind, which will come to-day to the Queen's Theatre.

Emery, noted for his work in "Let Us Be Gay," plays Miss Moore's British suitor. He was born in New York. Denny, hero of "Madam Satan," plays her Swedish composer-lover. He was born in Richmond, England.

The new play is a vivid romance of the life and love of the opera star, directed by Sidney Franklin, with Wallace Beery, Joyyna Howland, Gus Shy, George Marion, Paul Porcasi, Giovanni Martin, and Bodil Rosing in the cast.

"SHOW OF SHOWS."

Four of the world's famous laugh-makers combine their respective comedy talents to make a unique quartette in "Show of Shows," Warner Brothers' Vitaphone super-revue in which scores upon scores of outstanding stage and screen stars will appear in the Queen's Theatre on Sunday.

This comedy quartette is composed of Beatrice Lillie, Louise Fazenda, Frank Fay and Lloyd Hamilton. Miss Lillie is internationally known and Miss Fazenda and Hamilton are celebrated for their screen comies, while Fay and Miss Lillie are both widely known stage stars. Fay recently played the featured role in "Under a Texas Moon," the Vitaphone all-colour all-talking epic of the borderland. Miss Lillie appeared in "Charlot's Revue," with overwhelming success.

Among the many celebrated personalities who contribute individually to "Show of Shows" are John Barrymore, Dolores Costello, Monte Blue, Winnie Lightner, Ted Lewis, Alice White, Irene Bordoni, Georges Carpentier, Nick Lucas, Richard Barthelmess, Myrna Loy, and Betty Compson.

# Ten Years Ago.

[From the "China Mail" of June 4, 1920]

To-day's dollar is worth 2/6½

A motor cycle ridden by Police Sergeant Chester Wood, which suddenly got out of control and ran "amok" in Eastern Street on Thursday morning, caused serious injuries to four Chinese who had to be removed to the Government Civil Hospital for treatment. A fifth victim, a young woman, fortunately escaped with only a few bruises, and after treatment by the Police she was able to return home.

An eye-witness states that the machine was proceeding down Eastern Street, and on reaching Second Street, the Sergeant appeared to be in difficulty. The machine gathered speed and tore down the street at a tremendous pace with the driver powerless to control it. Two women walking up the road were knocked down and a boy had a very narrow escape, being just able to dodge the machine in time. Continuing its mad career, the cycle dashed into two coolies engaged in carrying charcoal, who were resting on the side of the road. The cycle then mounted the gutter and came to grief against the wall of a building. It was fortunate that the cycle had been brought to a standstill, or there would have undoubtedly been more casualties, and the machine and driver might have plunged into the harbour.



## THE LOG

Of The "TRADER HORN" Expedition.

by W. S. Van Dyke

Exclusive to the "China Mail"

On Saturday, July 20, having finished our job at Rhino Camp, we struck our tents, loaded them on the 18 trucks of our safari and pointed our radiator caps for the Congo border, fifty-six miles to the west. The five touring cars full of passengers, the lorries bearing their cargo of camp supplies crisscrossed with native boys in woolen caps and blankets lent to the scene the aspect of an army expedition, moving toward the front.

At Aru, the Belgian customs station, we surrendered our passports, our fire arms, cameras and binoculars for inspection. After two hours of money changing and discussion in various tongues our cars were stamped and we were allowed to go on our way rejoicing. Leaving the sparse settlement around the Government buildings we were soon lost in elephant grass, ranging from five to ten feet in height, and the journey became wholly uninteresting except during the occasional stops at mining settlements and native trading posts. At each bridge along the way it was necessary to stop and examine the construction before permitting the generator truck and heavier lorries to venture across. In two instances we were held up for an hour while repairs were made.

Arriving at the rest camp at Adruana just before dinner it was decided to go another fifty miles before stopping to eat. We had gone about 100 miles at that time and since no one seemed unduly tired, I thought it best to do as much of the remaining 150 miles as possible before making camp for the night.

**Impenetrable Country.**  
Arriving at mile fifty about two hours later we found ourselves in the very centre of the most impenetrable country we had yet encountered, with no clearing in-



Beggar: "Spare a copper, sir. I was a prisoner for nine years."  
Gent.: "But the war did not last nine years."  
Beggar: "I was not in the war, sir."—*Passing Show, London*

sight and a thunder storm gathering overhead. When the lorries caught up with us the storm had broken and rain was coming down in torrents, the natives were being soaked to the skin on the backs of the uncovered trucks and I looked like a load of bad news for everyone concerned. After a hurried consultation we agreed to proceed until we reached a clearing if it took all summer. Two miles farther we came to one—a native village and duka (store).

The proprietor of the duka had retired but we pulled up in his clearing and prepared to stay for the night. After fifteen minutes of shouting and tooting of horns the front door was opened and we were ushered into the interior of the store. The owner proved to be a Greek who spoke some French and no English and it was with some difficulty that we convinced him we needed coffee and bread and a place

to sleep. The coffee, when produced, was thick and black and the bread was soggy, but it tasted good enough to us at that point. By the end of the meal the lorries pulled in, more coffee was brewed and we stretched out on the counter, in the back seats of cars and in steamer chairs on the porch to get some sleep before dawn.

**A Memorable Breakfast.**  
Early the next morning I was aroused from my rest amid the gear shift and emergency brake levers of the Packard by the sound of the dinner gong. Our boys had been up since before day-break, preparing breakfast and had succeeded in cooking hot breakfast—fried ham and eggs and real coffee. I have eaten many memorable breakfasts, but this one tops them all. The African personal boy, fortunately is noted for the fact that he surpasses himself in a crisis. Had we been established in camp it would have been almost impossible to get them to exert themselves as they did on that occasion. The ground was wet, there was little dry firewood, the supplies were inaccessible, the boys were drenched to the skin and tired out, but they managed to turn out a breakfast worthy of the best hotel—and to do so joyfully.

Before noon that day we had reached Farudje, 50 miles from our destination, where we stopped for a few last tins of cigarettes and candy. About thirty miles beyond we crossed the Dunga river, our water supply, and half an hour later pulled up at the clearing and rest camp here at Wando. The country surrounding is typical of the Congo—moderately hilly and grown up in elephant grass and incidental trees and low brush. The rest camp consists of three thatched mud buildings—crawling with jiggers and insects—situated on an acre of cleared ground at the intersection of the main road with the private road leading to a cotton shamba four miles away.

**Menace of Flies.**  
To-day we are well rested after a long night's sleep and business is going on as usual on the new stand. The rest house, being too dirty for anything else, are serving as dark rooms where the cameras are unloaded. Our tents are pitched on top of one another in the limited confines of the compound and safari ants have assumed the new title of Camp Menace held by the tsetse fly at Murchison Falls and the mosquito at Rhino Camp.

We are here to photograph the elephant. On our previous quick trip through these parts we located a water hole about three miles from here so situated that the chance of filming the animals in the same scene with actors appeared reasonably good. The fact that a large herd of elephants are definitely located in this district and that they have been hunted very little are added circumstances which influenced me in coming so far for this one sequence in the picture.

**Further Plans.**  
To-morrow I shall take two hunters and go up to the water hole. After a more careful examination than I was able to make before I will lay my plans for the construction of a camera platform and the other requisite details of the set. While these are in the process of construction—which may take two or three days—I will have an opportunity to film another sequence of the story dealing with the hardships of life in the elephant grass as portrayed by Trader Horn, Little Peru and Nina T., which can be made 100 yards behind camp with a raised camera stand the only property.

[To Be Continued.]

## RACE ROUND THE WORLD.

Rival Parties Of Fliers To Take Off Shortly.

Los Angeles, Cal., April 22.  
An aeroplane race around the world was in prospect here to-day as Mr. John Henry Mears, the round-the-world flier, and Mr. Vanco Brees, aviator and aeroplane manufacturer, hastened preparations to take off before an around-the-world flight can be started from Oklahoma City by Mr. Wiley Post and Mr. Harold Gatty.

Already Mr. Post, winner of the 1930 Los Angeles-to-Chicago "Air Derby," and Gatty, who was to have been Lieutenant Harold Bromley's navigator last year on the attempt to fly from Japan to America, which never materialised, are testing their white and orchid biplanes.

Both crews expect to take off about May 1 on an attempt to fly round the world in less than ten

days and accordingly one of the most sensational races in aviation history is promised.

Messrs. Mears and Brees to-day were supervising the final installation of delicate instruments in their plane. They expect to make test flights in a day or so.

## PRINCESS'S BABY.

Born On Board Train.

As an express train was speeding through the night between Sorau and Frankfurt-on-the-Oder, a baby was born to Princess Hohenlohe-Ockring, who was travelling in a sleeping car.

On arrival at Berlin the princess and her child were transferred, to a hospital, where it is reported that mother and child are doing well.

## A FAIRY TALE FOR EUROPE.

Kritzman at Wheat Conference.

NOT TO STOP DUMPING.

With a few pointed words the Chairman of the World Wheat Conference invited the Soviet delegates to break their silence and to state their views on the causes and cures of the world crisis. The same invitation was extended to the delegates of the great overseas wheat-exporting countries, says a Rome correspondent.

A remarkable speech was made by Kritzman, chief Russian delegate and vice-commissioner of the Five-Year Plan. He painted a picture of a lovely, care free Russia, in which life was one continual harvest festival of joy and contentment. It was evident that he looked with some pity on the rest of Europe and hoped for closer collaboration with other less fortunate countries of the world. But, while willing to listen to what they might have to propose, the Bolshevik Government would not commit itself to any plan of proposed action.

Speaking in a nervous and self-conscious manner, Kritzman said he recognised that the world crisis was caused by over production, with a consequent slump in prices, but to this he added "world underfeeding" and a generally lower standard of life in Europe and America. He then told his silent audience that these conditions did not prevail in Russia, that there was no crisis in Russia, that the problems which afflicted the rest of the world did not afflict Russia.

**Workers "Contented."**  
Passing from this descriptive flight, he pointed out that growing industry had stimulated agricultural produce, and to meet this rising demand a monopoly system and scientific methods had enabled them to reduce the cost of production. Quite calmly he then told the Conference that the workers in Russia were contented, and, without saying why, he added that there was no unemployment. To import machinery, however, they had to export their principal product—wheat. They were against preferential tariffs.

Kritzman then passed to a picture of an ill used and neglected Russia. Referring to a remark by the Chairman of the Conference, he said that if nothing were really known about the conditions in Soviet Russia it was because Soviet Russia had never before been invited to attend previous conferences. In conclusion, he hoped for closer collaboration in the future. They would listen to what other nations proposed without, however, making any commitments or acceptances.

The impression created on the Conference by the Russian contribution to the deliberations may be summed up as follows: "We mean to go full ahead with wheat production and dumping. We do not want any tariffs against our dumping. We listen to you and tell you fairy tales, and we will bind ourselves to nothing."

## CHICAGO WOMEN PREFER GUNS.

Diamonds Sold in Fear of Gangsters.

The wealthy women of Chicago are selling their jewels because they dare not wear them.

Practically every woman in Chicago carries a gun—one of those dainty pearl-handled little things. Some of the motor-cars are practically armoured cars. They are steel protected, the windows are bullet proof, and the chauffeurs are armed.

These are some of the sidelights on the gang warfare revealed by Marguerite Namara, the famous soprano, who was for many years in the Chicago Opera Company.

Madame Namara sang at the International "Celebrity Concert at the Palladium" on Good Friday afternoon.

"No woman possessing money or jewels would dream of going out alone at night and there are many places where she would not go even with an armed escort. She would certainly never trust to the protection of policemen," she said.

"The wealthy women have had excellent paste copies made of their jewels and they wear these. Now they are realising that there is not much point in keeping the real ones and are selling them."

**Here-We-Shop.**  
"But I think the worst aspect of the gang warfare is the silly here-where-We-Shop. Girls and women run after the famous gangsters, flock-

## SCIENCE AS ALLY OF PEACE.

Where Britain Lags Behind.

CRIMINALS' WAYS.

That the Police in Great Britain have not kept abreast with forces abroad in the exploitation of science for the purpose of crime investigation is a view expressed in the annual report of the Inspectors of Constabulary.

Sir Leonard Dunning, reporting on county and borough police in England and Wales, states:

"Generally speaking, this country lags behind in the organised collection and use of the experience of others and in the adaptation of science and modern mechanism to police purposes."

This comment is made by Sir Leonard in referring to the institution of a police college. Such a college as a centre of research would, Sir Leonard suggests, do something to rectify the defect to which he refers.

The college would also, he considers, prove of value in the selection of candidates for promotion. "Whether a vacancy in the higher rank is filled by promotion or by appointment from some other field of employment," Sir Leonard remarks, "there is too much of experiment about the selection. Many a man chosen turns out well—may be because of, may be in spite of his antecedents, others turn out indifferently or badly."

**Tipping Evil.**  
"Is it too much to hope that the yearly return from the college of some fifty men definitely trained in the spirit of these ideas, will stiffen the service by traditions such as have built up reputations elsewhere?"

"It should, for instance, be unnecessary to refer year after year to the degrading effect of tips on body of men who aspire to have their occupation regarded as a profession, and to the far worse practices to which tips may and do lead; this necessity still exists and will exist so long as the popular idea that there is no harm in tipping a policeman is kept alive by the still too ready acceptance of the proffered tip."

Major-Gen. Sir Llewellyn W. Atcherley, reporting on the Forces in the Northern District, calls attention to the danger of carrying out traffic control work at the expense of police patrol duties.

"Examination of the duty books," he says, "indicates that it is time to give a warning that a halt should be called before any further attempts are made to squeeze still further sacrifices of police time from present establishments at the cost of patrol work. There is no margin of strength and no pool from which to draw for further extraordinary calls or extraneous work."

**Mutual Aid.**  
Sir Llewellyn also refers to developments in the criminal world which have brought new problems in the detection of crime. "Motor transport," he observes, "is being used in certain directions which could not have been foreseen a few years ago. Predatory excursions for even the smaller objectives of gain are not an unusual thing. Fowls, game and sheep have been collected and taken by this means. In quite another category, of course, there are occasional raids for more valuable property."

"This again brings one back to the point of wondering to what extent patrol work can be relaxed with efficiency in a police system which professes a preventive object. It is a difficult problem, but at all events everything points to the practical use of mechanical transport and good communications if any solution is to be found consistently with consideration of economy."

"The outstanding impression I have formed from my inspections is as to the pressing need for the closest possible collaboration between police districts in an organised form."

"I very much doubt whether police authorities fully appreciate the extent of their liability for mutual aid in this way."

ing to the cells with sweets and presents.

"Lots of really lovely girls join the racket for the adventure and the money."

"Successful gunmen are becoming heroes."

Meanwhile, Al Capone has lost another colleague, Max Tandler, who was shot as he was leaving a drug store in Chicago.

Tandler was supposed to be the "equalizer" whose information sent the New York police lieutenant, Charles Becker, and four gunmen—Whitey Lewis, Gyn the Hood, Lefty Louis, and Dago Frank—to the electric chair 18 years ago for the murder of Herman Rosenthal.

## NEW ADVERTISEMENTS.

LANE, CRAWFORD, LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at Exchange Building, Des Voeux Road, Hong Kong, on WEDNESDAY, 17th JUNE, 1931, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from 8th JUNE, 1931 to 17th JUNE, 1931, both days inclusive.

By Order of the Board of Directors.  
A. W. Brown,  
Secretary.

Hong Kong, 1st June, 1931.

## NOTICE TO CONSIGNEES.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th June will be subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 25th June or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th June at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 4th June, 1931.

## SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

**Social Functions.**  
To-day—Tea Dance at Hong Kong Hotel; Dinner Dances at Peninsula and Hong Kong Hotels.

**Entertainments.**  
To-day—King's Theatre; "Just Imagine."

To-day—Queen's Theatre; "A Lady's Morals."

To-day—Central Theatre; "The Singing Peony."

To-day—Majestic Theatre; "Drag."

To-day—World Theatre; "The Black Watch."

To-day—Star Theatre; "The Sky Hawk."

June 7 to 9—King's Theatre; "Along Came Youth."

**Meetings.**  
June 16—Peak Tramways Co., Ltd., Hong Kong Hotel.

June 17—Lane, Crawford, Ltd., Exchange Building.

June 17—Indo-China Steam Navigation Co., Ltd., Messrs. Jardines, noon.

**Home Mails.**  
To-day—Inward from Europe via Suez (Kashgar).

To-morrow—Inward from Europe via Siberia (President Wilson); Outward for Europe via Siberia (Empress of Asia), 10 a.m.

Saturday—Outward for Europe via Suez (Kashmir), 10.30 a.m.

**Sports.**  
See Sports Diary on Page 12.

See Sports Diary on Page 12.

## PRIME MINISTER'S SON APOLOGISES.

Personal Statement in Commons.

The Prime Minister's son Mr. Malcolm MacDonald (Soc., Basselaw), asked leave to make a personal statement in the Commons recently.

Certain extracts, he said, from letters which he wrote about the Indian Round Table Conference to newspapers in his constituency taken from their context were being made to appear as though they contained information which he gained confidentially in his official capacity at the conference.

An interpretation might be placed upon those extracts which he had never intended.

During the first month of the conference, when the matters in question were proceeding, he had no official connection with the conference, and his information was not gained from official or confidential sources.

"Nevertheless," he said, "I have made a serious mistake and I express unreservedly my regret that my writings were liable to give a wrong impression. I hope the House will accept my apology for any difficulty that they may have created." (Cheers.)

## A COLUMBIA RECORD BY HIS MAJESTY THE KING

THE SPEECH OF HIS MAJESTY AT THE OPENING CEREMONY OF THE TYNE BRIDGE.

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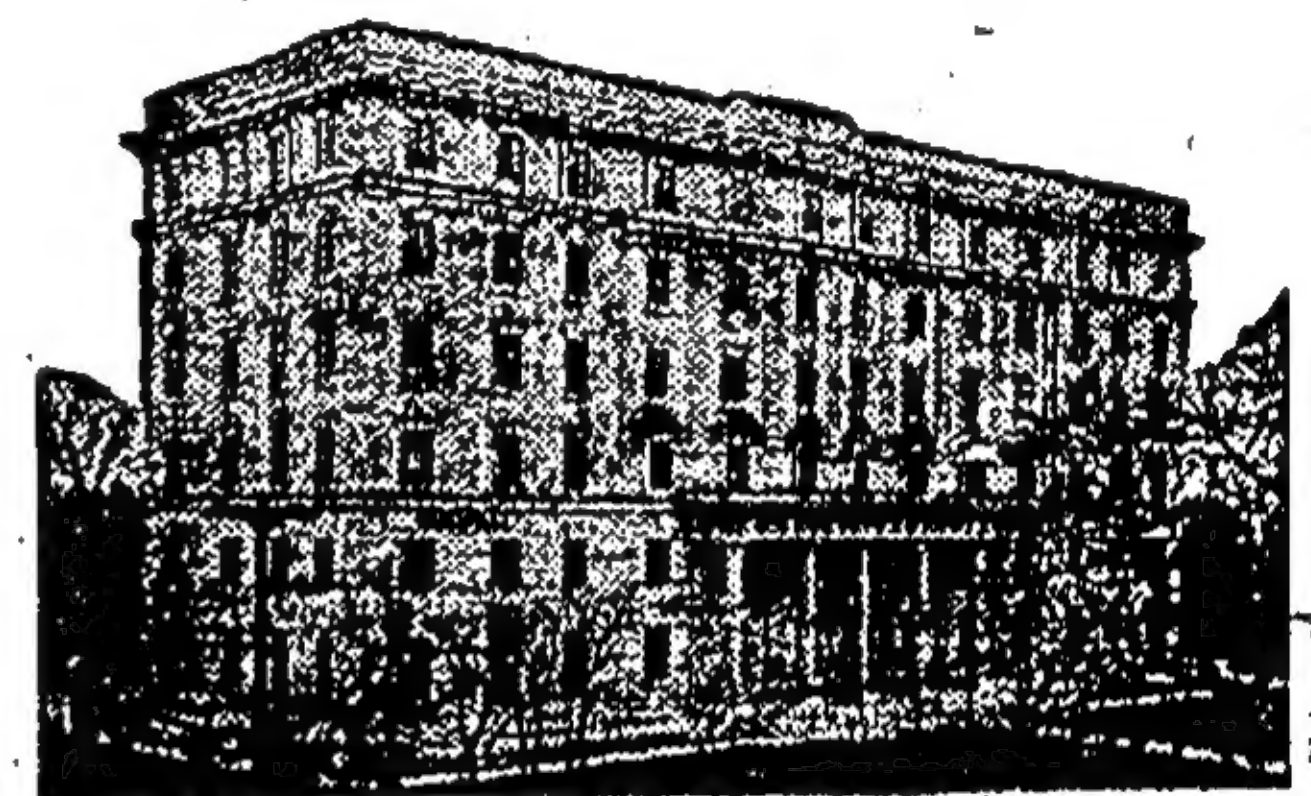
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MOVIE TONE  
PICTURE

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your life

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ENTERTAINMENT OF ALL TIME  
Directed by DAVID BUTLER

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A Tunesful,  
Comedy Riot  
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With a Remark-  
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## CURRENT SPORTING GOSSIP

### ABE MITCHELL'S SWEET PEAS.

May Set New Fashions  
for Golfers in Britain.

FLOWERS AS EMBLEMS.

Though Abe Mitchell has not yet won one of the major championships, he is one of the most popular golfers in Britain. Even his critics will admit that.

Very soon, however, Mitchell is going to enjoy universal popularity such as no other player has achieved. His name will become as familiar as that of Lloyd George, and will be spoken by thousands who have never known, do not know, and will never know of the triumphs of Robert Tyre Jones, writes "T. R. G." in the Sports Dispatch.

The reason for Abe's forthcoming jump into the limelight is easily explained.

The Story.

Once upon a time (it sounds like a fairy tale) Abe Mitchell was private coach to Samuel Ryder, who is connected with a horticultural firm in St. Albans, and in the 1931 catalogue issued by the firm there is listed a new variety of sweet pea—"Abe Mitchell."

Thus has Mr. Ryder honoured his tutor and friend.

So in years to come not only golfers, but their brother Divot Lifters—the gardeners—will respect and pay homage to the name of Mitchell, assuring everlasting fame for at least one exponent of the Royal and Ancient game. Sweet peas will stand as a monument to Abe Mitchell, and when he has retired, from the field of competition to a little cottage in the country, there to cultivate his own special species, the mention of sweet peas will immediately recall his valorous deeds against the Americans in the Ryder Cup, if not in the Open Championship.

Even Bobby Jones' films will not outlive Mitchell's sweet peas. But Mitchell, if he only knew it, has an opportunity to write a novel chapter in the history of golf. Let him start a new fashion amongst golfers!

Football teams, Rugby teams, and hosts of other teams play in coloured jerseys. Why? To permit of the spectators distinguishing them from their opponents, of course.

Identification Discs.

Well then, why should not golfers sport some sort of identification discs which would save them being confused with each other? Let them cultivate their own special flower and wear them during competitions. Mitchell, of course, would have the monopoly of sweet peas; but there are many other varieties.

Just think how easy it would be at Carnoustie this year. No nudging a neighbour in a thick crowd, and asking who the players are. Simply by looking at the flowers adorning their jerseys or pullovers—the hat, in Diegel's case—and studying the programme on which the competitors' and their flowers would be printed, recognition would be the easiest thing possible.

Having won the Open Championship last year, Bobby Jones would be entitled to the right of wearing a laurel crown, but as it is unlikely that he will defend his title this summer, there would be keen competition amongst the others for the right to wear the crown.

Gardening.

Then, think of the great benefits a golfer would derive from a course in gardening. Practice in this direction would greatly improve his powers of heaving his way out of bunkers, should the occasion arise.

But no matter how long golfers spend on their practice bunker shots, these obstacles become the graves of quite a number of high hopes, and it would be a fitting gesture for the thwarted player to plant his special flower round the bunker in question, and when the next competition was played on that course, the flowers would be there to serve as a warning. In addition, this would probably start a movement for Brighter Golf Courses.

It is all up to Mitchell.

### LAWN TENNIS.

JAPAN AND EGYPT IN DAVIS CUP

Paris, Yesterday.—In the Davis Cup contest Japan beat Egypt in three matches to nil, and met the winner of the Britain-South Africa tie in the semi-final of the European zone. Reuter.

### RESULT OF DERBY

CAMERONIAN'S FINE  
WIN.

### OWNER'S LUCK

OLD LONDONER  
WINS £105,000.

London, Yesterday.

Two Cameronian tickets in the Calcutta sweep, each worth approximately £105,000, are held respectively by Mr. David Dunn Bryson, a septuagenarian London Merchant, and Mr. W. H. Marks, of Birmingham.—Reuter.

Record Attendance.

Rugby, Yesterday.

The last time that the favourite won the Derby was in 1927. Cameronian also won this year's 2,000 Guineas. The Derby was run in presence of the King and Queen, the Prince of Wales, the Duke and Duchess of York, the Duke of Gloucester, Prince George, and Princess Mary, and an enormous concourse of people, believed to constitute a record attendance.

The Royal Party drove to Epsom in three cars from Buckingham Palace and as the procession passed along the course to the Grand Stand through dense crowds a mile long the reception given to the King was even more demonstrative than usual, for it was not only his first appearance at the Derby since his illness, but it was also his birthday. Many visitors flew over from France, Belgium, Holland and Germany to see the race.—British Wireless.

A Singapore Winner.

Singapore, Yesterday.

Mr. Khoo Boon-gay, the holder of the Calcutta Derby sweep ticket on the third horse, Sandwich, who sold a quarter share for £940, is one of the richest Chinese in Singapore, and a prominent rubber dealer.

It appears that he was just recovering from influenza when he remembered he had not obtained his usual Derby sweep tickets, and obtained five through the agency of a friend in Calcutta, by cable.

He had no knowledge of the numbers allotted him, and was most delighted to receive a cablegram from Calcutta informing him that he had drawn Sandwich.

Details of the Race.

London, Yesterday.

The result of the Derby was:  
Mr. J. A. Dewar's Cameronian (Freddie Fox) ..... 1.  
Sir J. Rutherford's Orpen (Jones) ..... 2.  
Lord Rosebery's Sandwitch (H. Wragge) ..... 3.

Also ran.—Abbots Worthy (Joe Canty), Apperley (Carlslake), Armagnac (Perryman), Cheery Lad (Cecil Ray), Coldstream (Gordon Richards), Dr. Dolittle (H. Beasley), Estate Duty (Weston), Gallini (Taylor), Goyescas (Elliott), Grindleton (L. Brown), Jacopo (Childs), Kneloma (Silbriett), Le Montillon (J. Leach), Lightning Star (Marshall), Pomme D'Api (Reary), Revillon (Jellis), Rose on Solli (Turtle), Shell Transport (Dick), Sir Andrew (P. Beasley), Tehau (T. Burns), Teruru (Herbert), Zanoft (Strett).

Won by three-quarters of a length, with three-quarters of a length between second and third.

The time was 2.36 3/5.

Betting was 7-2 Cameronian, 9-1 Orpen, 8-1 Sandwitch.

Klatere and Primitif were scratched on the day of the race, so there were 25 runners.

Primitif went lame after saddling, and by permission of the Stewards was withdrawn.

Race Described.

From a good start, Gallini led slightly from Grindleton, Le Montillon, Estate Duty, Cameronian, and Revillon, with Tehau last.

Half way, Gallini took the lead from Rose on Solli, Estate Duty, Armagnac and Cameronian.

Rounding Tattenham Corner, Gallini led, closely pressed by Armagnac and Cameronian, with Orpen and Sandwitch improving.

Shortly after entering the straight, Gallini and Armagnac dropped back, beaten, and Cameronian drew out to the front, and although strongly challenged, in the last furlong by Orpen, Sandwitch, and Goyescas, Cameronian maintained the lead and won a splendid race. Goyescas was fourth, and Sandwitch last.

Owner's Luck.

The amazing luck of the winning owner is illustrated by the fact Reuter.

### THE LARGER WICKET COMES TO STAY.

Made Compulsory by  
the M.C.C.

RETIRING PRESIDENT.

Alterations in the cricket laws with the object of helping the bowler were approved at the annual meeting of the M.C.C., at Lord's. The meeting unanimously resolved to alter rule 6 to make the larger wicket, which had been tried with success in county and other cricket in 1930, compulsory in first-class matches. The amendment to the rule was so worded, however, as to allow schools and minor clubs whose scoring is normally on a smaller scale to continue to use the smaller stumps.

It was also agreed, on the recommendation of the committee, that the pitch be rolled for seven minutes at the beginning of each day's play and at the end of each innings, instead of for ten minutes as hitherto. Sir Kynaston Studd, the president, mentioned that they had received a letter on the subject of the rolling of the pitch from South Africa, and it seemed probable that some concession would have to be made in regard to the time for rolling in South Africa in consequence of the new turf wickets.

On the motion of Lord Plumer, a vote of thanks was accorded to the retiring president, and Sir Kynaston Studd, in reply, announced that he was nominating Viscount Bridgeman as his successor in the presidency for the ensuing year. Lord Bridgeman was in the Eton eleven in 1884 and also played for Cambridge in 1887.

The four vacancies on the committee occasioned by the retirement by rotation of Viscount Hampden, Mr. F. T. Mann, and Mr. F. H. Hollins, and the death of Mr. J. W. H. T. Douglas were filled by Sir Kynaston Studd, Mr. P. F. Warner, Mr. R. H. Mallett, and Lord Aberdare.

### NOTTS PROVIDE THE EXCITEMENT.

Three Hundreds and a  
"Hat Trick."

AGAINST GLAMORGAN.

Nottingham May 8.

Sensational batting and bowling was witnessed at Trent Bridge yesterday. Notts beat Glamorgan by 301 runs, three centuries were scored, and a hat-trick was registered.

In one hundred minutes before lunch 121 runs were scored by Notts in their second innings for the loss of Arthur Staples, and upon the resumption, when Mercer was absent owing to a strained thigh, Lilley and Walker added 94 in sixty-five minutes for the second wicket.

The Notts stumper contributed 110 out of 187 in two hours and twenty minutes before he was caught at mid-off. Strong driving credited him with twelve fours. A bright display by Voce followed. He completed 50 in twenty minutes, and off five balls in one over from Bates scored two sixes and three fours.

In three-quarters of an hour Voce got his first 100 in county cricket, and it was not until the third-wicket stand had increased the total by 188 in an hour and a quarter that Voce was caught at cover-point. His 129 included three sixes and nineteen fours. Walker made 100 in two hours and twenty minutes, his fours numbering eight.

Notts declared with a lead of 448, and Glamorgan lost four wickets for 31. Then Bell and Hills batted pluckily in adding 65 in fifty minutes for the fifth wicket, but Larwood disposed of Bell, Every, and Davies (E.) with the last two balls of one over and the first of the next. Only Hills, who made 64 out of 101 in an hour and a quarter, offered any resistance, and he was ninth out. The visitors were, all out in two hours, and Larwood took eight wickets at a cost of less than seven runs each.

that he has only been racing for a year, having taken over the late Lord Dewar's stable. Moreover, only the application of the new rule regarding void nominations on the death of the owner made Cameronian eligible for to-day's race and, for the two thousands Guineas, which he also won.

Fred Darling, the trainer, has now won four Derbys since the war, with Cameronian, Captain Cuttle, Mann and Corousch.

Fred Fox, the winning jockey, was last year's champion, and has thus crowned a great career by winning his belated first Derby.—Reuter.



AT THE STAR TO-DAY TO SATURDAY  
At 2.30, 5.20, 7.20 & 9.20

## BRANDED AS A QUITTER

He  
astounded  
the gaping  
world with  
his exploits!



## The SKY HAWK

An all-talking romance  
of daring aviators.

with JOHN GARRICK—HELEN CHANDLER

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At 2.30, 5.15, 7.15 & 9.20

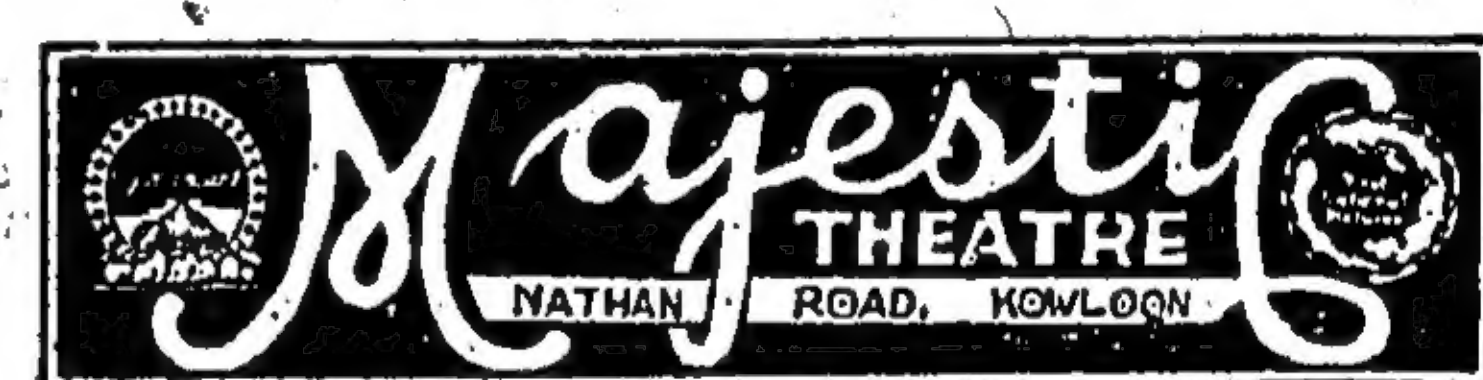
ALL TALKING FOX MOVIE TONE FEATURE



VICTOR MACLAGEN  
MYRNA LOY DAVID ROLLENS  
ROY D'ARCY

Directed by JOHN FORD  
Story by Talbot Mundy

## The BLACK WATCH



HER FAMILY OR HER HUSBAND  
—WHICH IS A WIFE'S GREATER  
LOYALTY?

TO-DAY TO  
SATURDAY

At 2.30, 5.20, 7.20 and 9.20 p.m.

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PERRY BRIGHTENS  
CUP PROSPECTS.The Outlook at  
Wimbledon.

WITH THE LADIES.

One swallow may not make a Summer, but one new "star" may make all the difference in a lawn tennis season. F. J. Perry may be the new performer who may make the 1931 season one to be remembered. If Austin has improved his stamina, and if Perry improves his backhand and steels his nerves in times of crisis, then we may shine in the Davis Cup competition and at Wimbledon, and even in the French championships. Other nations seem to be relying on old players; they have been unable to find new champions.

Having beaten Monaco in a Davis Cup tie we should win again when we meet Belgium, and we should also defeat the survivor of Germany, South Africa, Switzerland, and Ireland. That would put us in the semi-final of the European Zone to meet, in all probability, Japan, and that should see us in the final of the top half of the draw. A pleasant dream! but by no means impossible of realisation. Germany is weak, with no Moldenauer, Froitzheim too old, and Daniel Penn suspended for infraction of the amateur rule. South Africa relies on Raymond, Farquharson, and Kirby. Raymond is no younger and no better. Farquharson, who two years ago was a pretty volleyer at Cambridge, is not a force off the ground, whilst Kirby is a young player of whom high hopes are formed, and may turn out to be really a force. Of the other countries mentioned, there is none with serious pretensions to the cup, and our chances of appearing in the final are considerable.

Perry has such wonderful stamina, such a fine range of volleys, is so exceptional overhead, and has a piercing forehead taken really early, that it seems wrong that such excellencies should not have the support of a great backhand. A great backhand is a rarity, but Austin and Kingsley can both show Perry a better version of the stroke than the one he now employs.

When it comes to Wimbledon, there will be no Tilden, but our best will have a chance to measure their skill against some of America's youthful champions. We are to see F. X. Shields, who is twenty-one and 6ft. 3in., who has great severity, and who greatly impressed our players when they saw him in the States last year. Shields was very nearly champion of America, for he gave Doege a great fight. We are to see Sidney Wood, now a great stylist and reputed to be the owner of one of the best backhands in the game, writes E. J. Sampson in The Manchester Guardian. We may also see Berkeley Bell again, who always looked so unhappy, and who manages to tumble about the court more than any other of the great ones. We should see Sutter, the inter-collegiate champion and a fine and determined player. Lott and Van Ryn are coming, and one lesson the American players will certainly give is that of good serving. If any player with ambition wishes to improve his service, and has the chance of going to Wimbledon, let him or her study the American delivery and contrast it with the pitiable caricature of service which too many of our players possess. The service should be a weapon of attack rather than a means of putting the ball into play, but at the moment it seems that a good service does not grow easily in Britain. The Continental players are not particularly fine servers, and one might perhaps be induced to regard the fine servers as freaks did not the United States provide so many as to render the theory untenable.

The Women. The season should be a good one for our women players; there are so many who are good. If Mrs. Helen Wills-Moody does not defend her title, the Wimbledon title should be in British hands for the first time since Mrs. Godfree gained it in 1925. It may be Miss Nuthall's year. Last season she won the American championship, and with Mrs. Moody not taking part, Miss Ryan no longer the power she was in singles, whom has she to fear? Miss Nuthall probably fears no woman player, but she is too often the authoress of her own undoing, her fine strokes are cut just that little bit too fine. The lines are missed, by fractions it may be, but in lawn tennis, as in other pursuits, a miss is as good as a mile. What applies to Miss Nuthall applies to other attractive stylists—to Miss Round, to Senorita d'Alvarez, to Mrs. Whittingstall, to Fri. Aussem, and in lesser degree to Mme. Mathieu. It may be that the champion will be found in the diminutive person of Miss Mudford, who is so persistent in return from the back of the court. One must not rule out Mrs. Watson's chances, the player who won five games off the reel against Mrs. Moody in the Wightman Cup competition. If Mrs. Watson could strike that happy vein again hers should be the name to follow the five consecutive successes of Mrs. Moody.

Reverting to the men, the power of France must not be ignored, and, formidable as the American challenge may appear, it must by no means be taken that the Davis Cup returns this year to its country of origin. Borotra recently won the indoor championship of the States, and as the holder of the British and French indoor championships, is evidently not a spent force. Cochet is where he was, at the top of the ladder, and if Brugnon is sufficiently recovered from his appendicitis operation, he should provide the ideal partner for Cochet. All three should be seen at Wimbledon, and one might suggest that if the learner finds the volleying of Cochet and Borotra too dazzlingly individual he or she should study the fine serving of Jacques Brugnon at 36.

One hopes also that the season will bring a revival of interest in county tennis in Lancashire. The old hands might think they have served their county long and gloriously enough, and that there are young hands who would dearly like to play in these pleasant engagements. True, the younger ones might not perform as well as the tried players might do, but at any rate they would gain valuable experience. The old guard would probably do more for their county by standing down than in demonstrating again what remarkable veterans they are.

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## OPEN GOLF.

MACDONALD SMITH'S  
POPULARITY.

FIRST ROUND RESULTS.

Carnoustie, Yesterday. The popularity of Macdonald Smith, who was a strong favourite when the British Open Golf Championship proper started to-day, is comparable only with that of Bobby Jones when the latter played at St. Andrews. One hundred and nine survived the qualifying rounds, and competed in the struggle for the world's premier golfing honour. A stiff breeze indicated higher scores than hitherto. Macdonald Smith did not make an auspicious start, taking three putts on the third and fourth greens. He did the first three holes in 14 strokes.

First round results are:  
Gene Sarazen ..... 74.  
Macdonald Smith ..... 75.  
Horton Smith ..... 77.  
—Reuter.

LADIES' CAPTAIN'S CUP  
FOR MAY.

Captain's Cup.—Mrs. Redmond qualified for May 79-5-74. There will be an Eclectic Competition at Deep Water Bay from June 9 to 30 inclusive, for two prizes presented by Mrs. Keary. Any number of cards may be taken out, but a full round of 18 holes must be played on each occasion.

Knock Out Competition Draw.  
Byes: Mrs. Rodgers, Mrs. Langston, Mrs. Keary, Mrs. Dod-

## EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—  
Bank, wire ..... 11 1/4  
Bank, on demand ..... 11 1/4  
Bank, 4 months' sight 11 3/16  
Credits, 4 months' sight 11 13/16  
Documentary, 4 months' sight 11 15/16  
On Paris—  
On demand ..... 575  
Credits, 4 months' sight ..... 615  
On Berlin—  
On demand ..... Nom.  
On New York—  
On demand ..... 22 9/16  
Credits, 60 days' sight ..... 23 11/16  
On Bombay—  
Wire ..... 62 1/2  
On demand ..... 62 1/2  
On Calcutta—  
Wire ..... 62 1/2  
On demand ..... 62 1/2  
On Singapore—  
On demand ..... 40 1/2  
On Manila—  
On demand ..... 45 1/2  
On Shanghai—  
On demand ..... 779  
Dollar ..... 63 1/2 % dis.  
On Yokohama—  
On demand ..... 45 1/2  
buying rate) ..... 11 1/2  
Silver (per oz.) ..... 12 5/16  
Bar Silver in Hong Kong ..... Nom.  
Copper Cash ..... Nom.  
Copper Cents ..... 3 % prem.  
Rate of Native Interest ..... 3 1/2 % p.a.  
Chinese Sub. Coin ..... 24 1/4 % dis.  
Hong Kong Sub. Coin Par.

## LONDON EXCHANGES

Rugby, Yesterday.  
Paris ..... 124.22 1/2  
New York ..... 4.86 21/32  
Brussels ..... 34.94 1/2  
Geneva ..... 25.08 1/2  
Amsterdam ..... 12.09  
Milan ..... 92.97 1/2  
Berlin ..... 20.49 1/2  
Stockholm ..... 18.15  
Copenhagen ..... 18.16 1/2  
Oslo ..... 18.16 1/2 (?)  
Vienna ..... 34.62 1/2  
Prague ..... 164 1/2  
Helsingfors ..... 193 1/2  
Madrid ..... 60 1/2  
Lisbon ..... 110 1/2  
Athens ..... 375  
Bucharest ..... 117  
Rio ..... 35  
Buenos Aires ..... 33 9/16  
Montevideo ..... 29 1/2  
Bombay ..... 1/5 25/32  
Shanghai ..... 1/2  
Yokohama ..... 2 1/2  
Hong Kong ..... 1 1/2  
Silver Spot ..... 12 5/16  
Silver Forward ..... 12 1/2  
—British Wireless Service.

well, Mrs. Whyte-Smith and Mrs. Buyers.  
Miss Munro and Mrs. Stewart.  
Miss Phillips and Mrs. Newbigging.  
Miss Stevenson v. Mrs. Valentine.  
Mrs. Ross v. Mrs. Brown.  
Miss Curlin v. Miss Sutton.  
Mrs. Percy v. Mrs. Kirk.  
Mrs. Worley v. Mrs. Gordon.  
Miss Robinson v. Mrs. Fraser.  
Mrs. Simpson v. Mrs. Ireland.  
First round to be played by June 16, second round by June 30, third round by July 14, fourth round by July 28, and the final by August 11.

Many people are saying now that we have "too much cricket" to develop keen youngsters. They say that the young County player is tired out in his first few seasons. I cannot quite agree to this. Maurice Tate is about the hardest worker cricket has ever known. He never slackens. What we need is more like him. A cricketer should thrive on work.—Andy Ducat.

Putting, I am convinced, is the most elusive part of golf, and whether we practise hard or just spend a few minutes with our putter, we have not yet discovered any royal road to success on the greens.—C. B. MacFarlane.

## HONG KONG STOCK EXCHANGE.

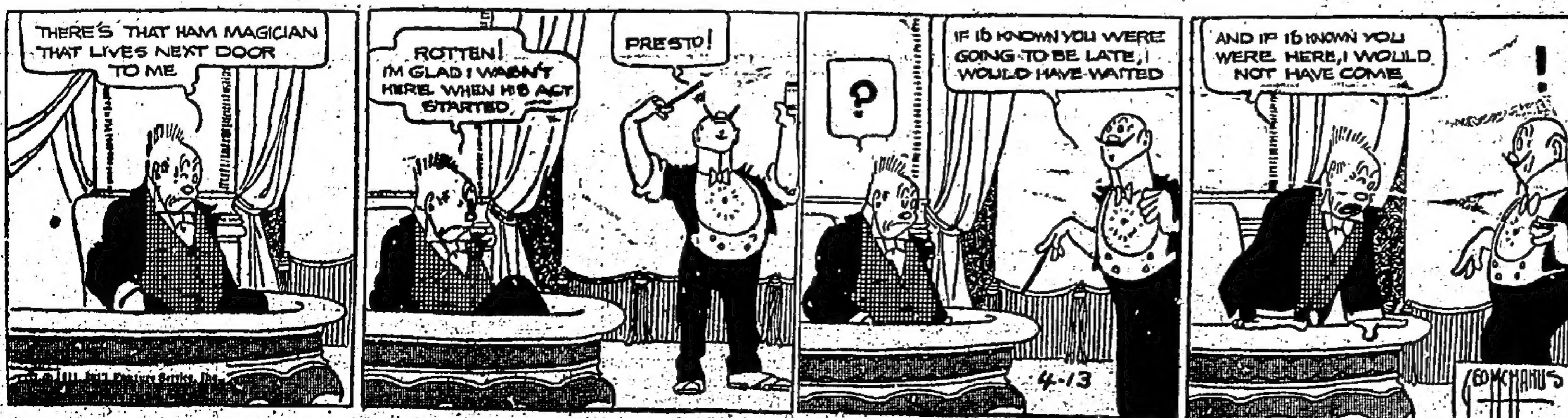
Opening Daily Official Quotations 4th June, 1931.

STOCK	Buy-ers	Sell-ers	Sales	Norm.	Fin. Year	Last dividend and when paid
<b>Banks.</b>						
Hong Kong Bank	...	...	2025	...	1930	Final 25 cents 21 Mar. 31
Chartered Bank	...	...	121	...	1930	Final 25 cents 21 Mar. 31
Mercantile Bk., Ltd.	...	...	21	...	1930	Final 25 cents 21 Apr. 31
Bank of Asia	125	...	...	...	1930	Final 25 cents 21 Feb. 25, 31
<b>Insurance.</b>						
Canton Ins.	1485	...	...	...	1930	Final 25 cents 21 May 15, 31
Union Ins.	...	...	...	...	1930	Final 25 cents 21 May 29, 31
*China Underwriters	5.80	5.85	...	...	1930	Final 25 cents 21 May 29, 31
China Fire Ins.	675	...	...	...	1930	Final 25 cents 21 May 29, 31
H. K. Fire Ins.	1365	...	...	...	1930	Final 25 cents 21 Mar. 26, 31
<b>Shipping.</b>						
Douglases	...	...	34 1/2	...	1930	Final 25 cents 21 Mar. 31
H. K. Steamships	...	...	38	...	1930	Final 25 cents 21 Mar. 31
Indo-China (Pref.)	...	...	40	...	1930	Final 25 cents 21 Mar. 31
Shell Transports	...	...	48 1/2	...	1930	Final 25 cents 21 Mar. 31
Union Waterboats	...	...	38	...	1930	Final 25 cents 21 Mar. 31
<b>Mining.</b>						
Reynolds	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Kailan Mining Ad.	...	...	27 1/2	...	1930	Final 25 cents 21 Mar. 31
Langkats (Single)	...	...	4.05	...	1930	Final 25 cents 21 Mar. 31
Shai Exploration	...	...	2	...	1930	Final 25 cents 21 Mar. 31
*Loans	...	...	...	...	1930	Final 25 cents 21 Mar. 31
*Rauhe	...	...	...	...	1930	Final 25 cents 21 Mar. 31
*Venezuela Gold Fields	...	...	...	...	1930	Final 25 cents 21 Mar. 31
<b>Docks, Wharves, Godowns, &amp;c.</b>						
H. K. & S. Wharves	108 1/2	...	109	...	1930	Final 25 cents 21 Mar. 31
H. K. & W. Docks	...	...	34	...	1930	Final 25 cents 21 Mar. 31
South Ch. Motors	...	...	10	...	1930	Final 25 cents 21 Mar. 31
*China Provident (old)	5.50	...	...	...	1930	Final 25 cents 21 Mar. 31
Hongkwa	...	...	285	...	1930	Final 25 cents 21 Mar. 31
N. Engineering	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Shanghai Docks	...	...	112	...	1930	Final 25 cents 21 Mar. 31
<b>Lands, Hotels &amp; Buildings.</b>						
*H. K. & S. Hotels	17.40	17 1/2	...	...	1930	Final 25 cents 21 Mar. 31
H. K. Lands	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Shanghai Lands	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Humphreys (old)	...	...	...	...	1930	Final 25 cents 21 Mar. 31
H. K. Realities	14.60	...	...	...	1930	Final 25 cents 21 Mar. 31
Chinese Estates	...	...	...	...	1930	Final 25 cents 21 Mar. 31
<b>Cotton Mills.</b>						
*Ewo Cotton	...	...	18.00	...	1930	Final 25 cents 21 Mar. 31
Shanghai Cotton	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Zong Sings	...	...	10 1/2	...	1930	Final 25 cents 21 Mar. 31
<b>Public Utilities.</b>						
*H. K. Tramways	...	...	21 1/2	...	1930	Final 25 cents 21 Mar. 31
Peak Tram (old)	...	...	...	...	1930	Final 25 cents 21 Mar. 31
*China Light	...	...	...	...	1930	Final 25 cents 21 Mar. 31
H. K. Electric	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Macao	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Sandakan Lights	...	...	...	...	1930	Final 25 cents 21 Mar. 31
H. K. Tel. fully paid	...	...	...	...	1930	Final 25 cents 21 Mar. 31
China Buses	...	...	...	...	1930	Final 25 cents 21 Mar. 31
*S. P. Tractors (Ord.)	...	...	...	...	1930	Final 25 cents 21 Mar. 31
<b>Industrial.</b>						
China Sugars	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Malayan Sugars	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Cold. Mag. Ord.	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Canton Ties	...	...	...	...	1930	Final 25 cents 21 Mar. 31
*Cements (com.)	...	...	...	...	1930	Final 25 cents 21 Mar. 31
H. K. Ropes	...	...	23.40	...	1930	Final 25 cents 21 Mar. 31
<b>Stores, &amp;c.</b>						
Dairy Farms	...	...	30 1/2	...	1930	Final 25 cents 21 Mar. 31
Watsons	...	...	16 1/2	...	1930	Final 25 cents 21 Mar. 31
Der A Wings	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Lane Crawford	...	...	...	...	1930	Final 25 cents 21 Mar. 31
MacKinnons	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Sinceres	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Wm. Powells	...	...	4.10	...	1930	Final 25 cents 21 Mar. 31
<b>Miscellaneous.</b>						
H. K. Amusement (old)	...	...	...	...	1930	Final 25 cents 21 Mar. 31
Ch. Entertainment	...	...	...	...	1930	Final 25 cents 21 Mar. 31
H. K. Constructions	...	...	...	...	1930	Final 25 cents 21 Mar. 31
B. Ind. G. Bonds	70 1/2	...	...	...	1930	Final 25 cents 21 Mar. 31
H. K. Govt. Loans	8 1/2	...	...	...	1930	Final 25 cents 21 Mar. 31

\*Speculative shares. \*Sales to Shanghai.

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and  
The General Electric Co., Ltd. Anderson, Meyer & Co., Ltd.



# MOTORISTS THIS IS YOUR PAGE

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## HIRE PURCHASE.

## Development of Motor Industry.

Although critics of hire-purchase and deferred payment sales incline to discuss the system in relation to boom and depression periods, it should be clearly understood that these important modern methods of distribution are peculiar to neither of these industrial conditions, writes J. Gibson Jarvis, Chairman of United Dominions Trust, Limited. Instalment selling, as it is very generally described, functions to best advantage in normal periods, and although it may play an important part in mitigating conditions during a depression, it does not intensify any of the factors resulting in a boom.

It is somewhat difficult to state the exact effect of the system on the depression now being experienced in this country, for during the last few years, it has continued to develop and a growing number of people is showing an interest in its possibilities. It is, therefore, not easy to assess the precise extent, if any, to which its development can be attributed to the depression; and, moreover, in my opinion, that has actually in some respects retarded its progress.

The position in the United States during 1930 indicates that depression there did not adversely affect to any considerable extent instalment selling operations. Reports received show that although the general curtailed business activities of 1930 caused a considerable reduction in the volume of instalment sales as compared with 1929, the volume for 1930 was larger in the case of certain companies than in any year other than 1929. The

reports further show that the experience of 1930 confirms the fundamental soundness and safety of instalment paper. While repossession and charge-off items, arising out of instalment paper acquired, have been slightly greater than previously in proportion to volume of business, the percentage involved is still so low that it need not cause the slightest uneasiness. There have been substantial though expected decreases in the volume of business relating to motor vehicles, but industrial receivables show an increase, indicating that the experience of this country, to which I shall refer later, has been that of America, in that instalment selling is being extended to the acquisition of machinery merchandise in greater volume than ever before.

There can be no doubt, however, that during the period of depression in this country instalment selling has continued to develop, and it is safe to say that many industries have been able not only to maintain but to increase production through its agency. A large percentage of instalment buyers are people with regular incomes or people whose commissions are consistent enough to enable them to be brought within the regular income-earning class. More and more of these are departing from the "cash down" attitude for the acquisition of articles of a durable nature; sometimes because they prefer to leave investments undisturbed and avoid the risk of loss that a realisation would incur, and sometimes because they prefer to adjust their future expenditure to the commitments that the new acquisition has created.

The Motor Trade. No industry has been assisted more in its development by the application of instalment selling than the motor industry. The car branch of the trade, and especially that part of it concerned with the cheaper model, owes to its widening markets, its increasing production, and the lowering of prices. The production of the small cheap family car which several manufacturers, notably Sir William Morris, are developing will depend for its distribution more and more on this form of credit. Arrangements are being made so to determine the initial payment and to provide for insurance and tax without prejudicing security as will permit every one legitimately desiring it to secure one of these models.

Instalment selling has played and is playing an important part in the development of commercial transport. Many of the present passenger-operating companies and many of the companies which are now units of large amalgamations, began their careers with vehicles which only the assistance of long-term credit permitted the owners to acquire. Manufacturers and distributors of freight vehicles are finding demands for instalment selling increasing, and from companies and firms which have in the past been in the habit of paying in cash.

But, and this is very important, the principles of instalment selling have been extended in other directions, as is the experience of the United States. It is an erroneous though prevalent idea, often held in quarters which should know better, that hire-purchase, and instalment-buying generally, are means merely for the distribution and acquisition of articles of luxury or of a semi-luxury nature. This is not the case. Instalment selling, which is merely long-term credit by fractional repayments, has been extended to the acquisition of many types of merchandise, including wood-working machinery, laundry machinery, baking machinery, and commercial refrigeration plant. The installation of all this new plant and equipment can be traced to this new type of credit, new at least to the extent that it is now widely used and its extension organised. It is, however, difficult to conceive the amount of merchandise which has remained uncreated through manufacturers failing or refusing to realise to what extent assistance was and is available.

What effect has the depression had on administration? There has been little difficulty in accepting most of the business offered. This is no inconsiderable tribute to the type of the applicant for credit and to the manufacturers or dealers who submit the applications. There has been no experience of improvident people endeavouring to secure merchandise to which their credit standing did not entitle them. As regards collections; so far as United Dominions Trust is concerned, there has remained normal. There is no reason why it should not be so, provided the business is handled on sound lines—that is, if credits are

considered with discretion, bearing in mind the class of merchandise and its use, if reasonable initial payments are insisted on and the period of credit not too long extended. Professor Seligman has devoted a considerable part of his "Economics of Instalment Selling," a notable contribution to the subject, to the effect of the anthracite strike in 1925-26 in the U.S.A., and concludes that the difference in collection experience between a normal and depressed period is practically negligible. The experience of United Dominions Trust in Great Britain has been similar. Losses, in the case of this company during the last 12 years have borne the same relation to volume practically undisturbed and have never exceeded one-tenth of one per cent. in any year.

## A MESSAGE.

## "Master the Highway Code."

"The present year will provide a practical test of the working of the new Road Traffic Act," writes Mr. Herbert Morrison, the Minister of Transport, in a special Eastern message to motorists in The Light Car and Cyclecar. "I feel confident that its effect will be to increase the safety of all users of the highway, and at the same time to add to the enjoyment of those who use a motor-car or a motor-cycle mainly for convenience or for pleasure. To the latter class I appeal with confidence to do their share in making the Act a success and to this end I would ask every reader to master thoroughly and to carry out, both in the letter and in the spirit, the directions for the guidance of all users of the road contained in the Highway Code. They are simple and will, I think, commend themselves to every courteous and considerate driver."

"It is on the general realisation of these ideals, more than on the mere avoidance of actual offences such as dangerous driving, that the convenience and safety of the public in the use of the highway ultimately depends."

## SMALL CRUISER.

## The "Baby Car" of the Water.

During the past few months British motor boat builders have been developing a new type of small cruiser, which is comparable in many respects with the modern baby car.

Details of the 11 standard craft available are given in the annual Fitting-out Number of The Motor Boat. These are all between 19 ft. 6 ins. and 22 ft. in length, having a speed range of from 7 to 25 m.p.h., whilst sleeping accommodation and cooking equipment is provided for two or four people.

The prices of the boats vary from £195 to £340, and four of the cruisers are equipped with Austin Seven engines, similar to those installed in the well-known baby car of this make.

## MOTORISTS AND THE LAW.

No one would wish to see a motorist who had driven dangerously or committed some real offence escape punishment on a technicality, but, at the same time, so many motorists have in the past suffered fines for purely technical offences that it is interesting to record several cases where an insistence on the letter of the law has resulted in their acquittal.

For example, a lorry driver was summoned for exceeding the speed limit. The constable gave evidence of the weight of the vehicle, particulars of which he had copied from the side of the lorry. The solicitor for the defence submitted a written document—namely the lorry—of which notice to produce had not been served upon the defendant. The magistrate allowed this objection.

In another instance a motorist defended by the A.A. was charged with an offence. The police admitted that the defendant was not stopped at the time of the alleged offence, that no written notice of intended prosecution had been served upon him, and the summons was not served within 14 days of the offence. The Bench therefore dismissed the summons.

## CARING FOR TYRES.

## Thousands of Pounds Wasted Daily.

Every day thousands of pounds are literally thrown away by the ever-growing army of motorists, and a further huge sum is added to running costs through neglect of their tyres. A motor vehicle functions only in proportion to the time, care and inspection given it; but how many motorists include tyre inspection under this heading?

It is dangerous to run an engine short of oil, but how many people realise it is equally dangerous to run their tyres short of air?

The tyre manufacturers make a tyre suitable for every vehicle at present manufactured, and issue, in printed form, information showing the correct load which any tyre should carry, and the right air pressure which is necessary to produce the maximum of riding comfort and the minimum of fatigue in steering the vehicle.

Beneath the rubber tread on a tyre is a carcass of cotton, which is built up to carry a definite load.

The side walls of this carcass are so constructed as to flex without fracturing the cotton. The tyre pressure recommended for any vehicle is such that a motorist can take advantage of this flexing without causing any damage to the tyre; but, should the pressure be maintained at a higher or lower level than that recommended, the motorist lays himself open to serious trouble at a later date, the interval of time being controlled by the extent to which the tyre has been inflated over or under the recommendation.

## Friction and Heat From Under-inflation.

In the case of an under-inflated tyre, the flexing of the side wall sets up friction, and this friction causes heat. Rubber is a bad conductor of heat; cotton naturally loses its flexing qualities with increased temperature. The obvious result is that either the cotton cords will fracture or the rubber will separate from the cotton, thus weakening the side walls of the tyre, and possibly causing complete collapse early in its life.

An over-inflated tyre compels the tread to assume an incorrect contour, which does not allow the full tread width of the tyre to come into contact with the road surface. Thus the tyre load is carried by only a portion of the actual tread. That portion is overloaded, and, in consequence, generates excessive heat.

Now, immediately underneath the tread of a tyre is a section of what is known as "cushion"—in other words, a layer of rubber around its circumference which is softer than the outside tread. This acts as a shock absorber. Should the tyre be over-inflated, the shock will be absorbed by a small percentage of that cushion, and not only are the benefits which should be obtained eliminated, but the shock and heat are transmitted to the carcass of the tyre, which, as previously mentioned, deteriorates rapidly, in proportion to the increase in temperature.

## Correct Alignment Essential to Economy.

Air pressure, whilst a very important factor, is not everything to be considered when caring for the tyres. Very few motorists appear to appreciate that it is possible to wear the tread completely off any tyre in an extraordinary low mileage should the wheels of the vehicle be running out of alignment. You cannot see, in many cases, by looking at a vehicle whether or not the wheels are running in line, and it is necessary to have them checked by the agent for your car or by a garage proprietor if you wish to obtain from your tyres the maximum life which is built into them by the manufacturer.

There is also a further condition which requires your consideration, that is—cuts in tyres. Should a tyre receive a cut which penetrates the tread rubber and exposes the carcass, this cut or hole forms a passage for all foreign matter, including water, into the carcass of the tyre. The greatest enemy of all is water. In normal running, the injured portion becomes filled with water, and the cotton in the carcass soaks up some of this water like blotting-paper. This eventually causes the wet cotton to separate from the rubber, and soon a section of the tyre has no resistance to the internal air pressure beyond the rubber forming the tread of side wall of the tyre. This very often takes the form of a blister, and eventually causes a

burst which in many cases ruins both the tyre and tube.

## Maximum Expectancy If Cared For.

A little time spent on inspecting the tyres of your car will in all probability be amply repaid by your obtaining the maximum life built into them at the factory. The following are the major points which, when checked regularly, will go a long way towards achieving this end:—

1. Remove all tyres periodically.
2. Inspect rims for truth, removing rust and giving a coating of stock black or similar solution.
3. Inspect the inside of the covers for pieces of foreign matter or small fractures of the carcass due to concussion bruises incurred during running.
4. Inspect tubes for porosity, rust marks, damaged or leaky valves, loose particles, and, so on.
5. Refit the tyre and inflate to correct pressure.
6. Test wheel alignment and steering connections in order to ascertain whether any excessive play is to be traced between the steering wheel and the movement of the road wheels.

Your garage will probably quote you a small inclusive charge for this service, a charge which, will no doubt be saved over and over again by the extra tyre miles achieved. Finally, test your pressures once every week—"Autocar."

## FREE-WHEELING FACTORS.

Automotive engineers both in Europe and America recognize free-wheeling as one of the greatest single achievements in motor car designs since the adoption of the electric starter. Curiously enough, engineers have been stimulated in their imagination to utilize momentum in the operation of a motor car by such a familiar example of free-wheeling as a boy riding his bicycle who stops pedalling and relaxes while the bicycle rolls along.

The many advantages free-wheeling contributes to driving are particularly exemplified in the present complete series of Hupmobiles including a six cylinder and four straight eights. Some of the features resulting from the adoption of free-wheeling in these new Hupmobile models include an economy of oil of 18 per cent. at least, a saving of fuel of sometimes more than 12 per cent. a reduction in necessary clutch operation of from 30 to 60 per cent. and new freedom in driving ease.

These large savings in fuel and oil are effected by Hupmobile free-wheeling because, whereas the engine formerly continued to turn up in revolutions although the throttle was closed, it now only idles while the car continues to roll along under its own momentum at 10, 25, 30 miles an hour or more.

Engine vibration is completely lost when free-wheeling. Engine backlash, so common in other types of transmission, when the throttle is suddenly closed or opened, is eliminated. This feature naturally saves in wear and tear on tires and the entire driving assembly and particularly in the wracking effect on the car body.



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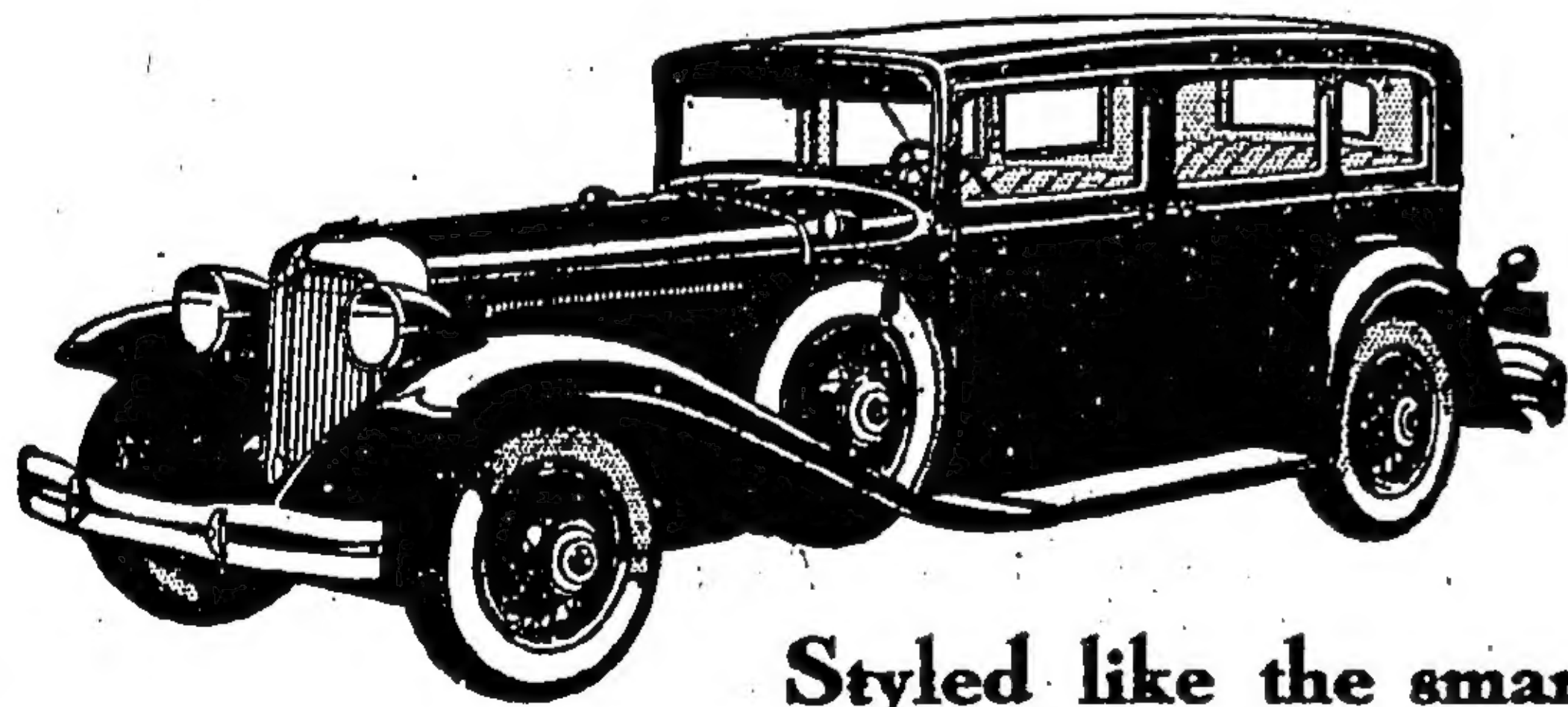
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With its 126-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion

car, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

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## EFFICIENCY AND SPEED

Ultimate Limits Yet to Be Reached.

## "MARGINAL" DIFFERENCES.

From a scientific standpoint it is pertinent to ask, since speed records are being broken every year, what is the limit of speed at which a man can go with safety to himself and remain in control of his craft? A large number of distinctions must be made before any kind of satisfactory answer can be returned. The primary distinction is between the types of craft employed and the media in which they operate, writes a contributor to the New York Times. Landcraft have natural or artificial advantages over watercraft, aeroplanes have natural advantages over both types, and a rocket plane, if it could be operated beyond the stratosphere, would have advantages over all other types.

Science informs us that when you increase the speed of any given craft the resistance increases, not proportionately, but as the square, and that the power necessary to induce the speed rises as the cube. For example, if you take a motor boat of racing design capable of travelling at 100 miles an hour with engines developing 2,000 horsepower and attempt to raise the speed to 200 miles an hour, you would discover that the resistance would be squared and that the horsepower required would be not 4,000 but 16,000, unless the efficiency of the design were increased.

## Factors That Govern Speed Including Friction.

Since a locomotive or an automobile is subject to a given air density and to a given friction on the roadbeds over which it passes, we can calculate that landcraft have a better chance of being faster than watercraft, which operate in a medium of greater density. Similarly, an aeroplane, normally operating in lesser air densities, with a friction far less than that which either landcraft or watercraft generates, is always likely to be faster than either of the other types. But we are bound to modify such statements, because the difference in design between the various types of craft profoundly modifies the circumstances of their performance.

Efficiency of design is then a controlling factor in attaining higher speeds. If money were no object it could be safely argued that bigger craft with far higher power units

could be constructed; but eventually it would be found that not only would the speed not be increased but that an actual physical barrier to size would be created.

## Destroyers and the Europa Compared.

In the category of watercraft still further differentiations have to be made. The difference between a destroyer and a motor boat is less than might be imagined. The destroyer is the fastest at the top of the bracket and the motor boat is fastest at the bottom, the former with about forty knots and the latter with 102 knots. The fastest liners, such as the Bremen and the Europa, have not yet exceeded the thirty-knot mark; except in short spurts. Why is there this tremendous difference?

In the case of the destroyer and the motor boat the majority of the space in their hulls is taken up with propulsive machinery. The liner has to be far more economical, for her business is to transport passengers and mails. The destroyer, because of her relatively great weight, requires a staggering amount of power to push her through the water at even forty knots. The motor boat is light and as she speeds over the water her prow is in the air, with the result that far less energy is needed per unit of weight.

In the race for speed over the water all types of craft except the motor boat may be eliminated. It can be safely asserted that the problems in the way of getting a liner to go at a speed of 100 miles an hour are commercially insuperable. That they will go faster is conceded by engineers, but if they ever achieve the speed of fifty miles an hour present-day engineering practices will have moved considerably further forward. The problem will be to get a hull that offers a minimum of resistance, both below and above the water line, and motive power that develops a greater ratio of power for each unit of weight. It is estimated that 10 per cent. of the total resistance of a fast ocean liner is due to the air.

But with the motor boat a speed of 150 miles an hour is not at all improbable, although it is not likely that it will be attained in the near

future. The obstacles to be overcome are similar to those for the liner; a lighter and more powerful engine, a streamlined hull that will offer the least possible resistance to the passage of the craft through water and air, and a gross weight that is sufficient only to supply inherent strength to the craft at its maximum speed. We shall undoubtedly see motor boats going at 150 miles an hour, if not more, some time in the future.

## 27-Year Unbeaten Record of Locomotive.

With the railroad locomotive science is in a quandary. The record for a long-distance run is 102.3 miles an hour, between Plymouth and London, and has stood since 1901. It is not beyond the ability of engineers to sit down and design a locomotive capable of going at a much greater speed. They might or might not use steam. That is not the important consideration. The crux of the matter lies in streamlining and in the roadbed, and were it not for these facts railroad companies would be running ten-hour schedules between New York and Chicago. As a matter of fact, railroad speeds might easily be more than they are to-day, without any change in design, if it were not for the danger and expense involved.

But there are other difficulties to consider. The chief one would be the increasing tendency with an increase of speed for the locomotive to jump its rails or to throw an increasingly greater strain on them. It is not hard to grasp the strain, that the rails, ties and roadbed have to withstand when it is considered that at a speed of 120 miles an hour the slightest unevenness of the track, the slightest misalignment of the rails can have the most appalling consequences. To keep the roadbeds in shape for high-speed trains would entail tremendous sums of money, and it is probably not commercially feasible to run trains of present design at a very much higher rate than present-day speeds.

## Motoring Pace Faster Than "Man Can Think."

It is asserted again and again that one day an automobile will speed at 300 miles an hour. It is possible, but not immediately probable. When that speed is reached, however, it will be within striking distance of the maximum speed that man will ever be able to attain in such a vehicle and still maintain control. The record to-day stands at 245.733 miles an hour, made earlier in the year by Captain Sir Malcolm Campbell. Travelling at even that speed is next door to a miracle. You may compare racing in a car at such a speed to travelling in a projectile in which control is maintained by aligning sights on the car with overhead markers. It is impossible to steer it in the ordinary way because the speed is so great that actually it is somewhat better than twice as fast as a man can think. Or to put it another way, it is about twice as fast, according to Helmholtz, as it takes to co-ordinate brain and hand. Thus an object seen at such a speed would not enter the driver's consciousness until he was many yards past it. Obviously there is a limit to the speed at which a human can drive a car, and that limit would seem to be stretched to its furthest at about 300 miles an hour.

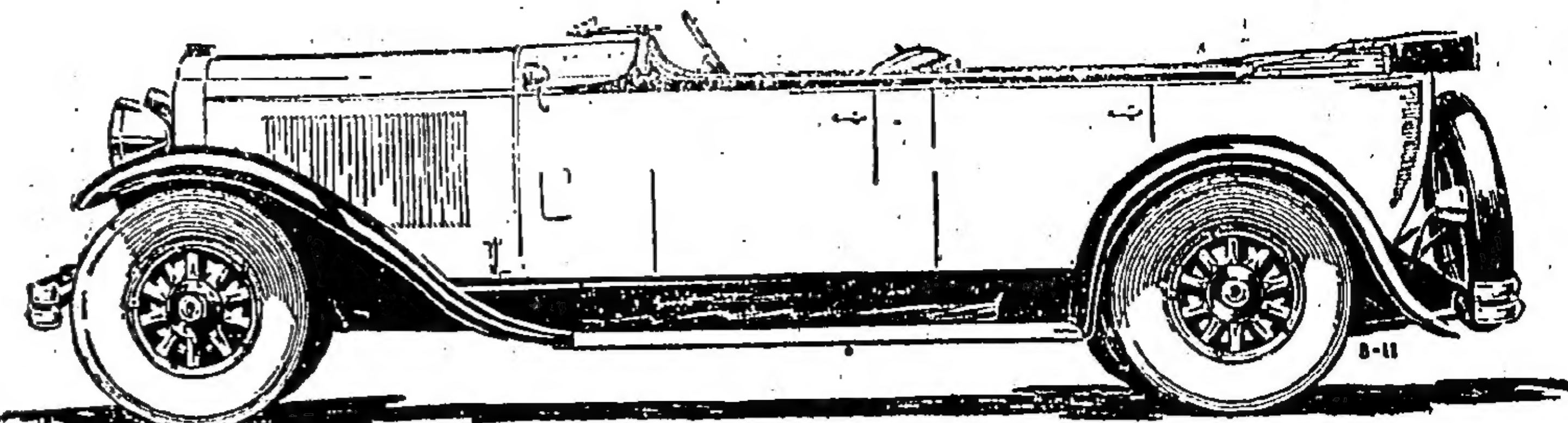
In considering speeds for an automobile in excess of 300 miles an hour the physical barriers intervening are formidable. They may be summed up not merely in refinement of structure and efficiency of design and power plant, but in the rather more tangible considerations of the tensile strength of steel, thermo-efficiency and resistance of fabrics to centrifugal force. From the aspect of to-day, the deadline for automobile speed seems to be around 300 miles an hour.

## Aerial Predictions by Unwise Persons.

With the aeroplane we have no such worries. Man has already sped at the colossal speed of 357.723 miles an hour in a seaplane and higher speeds are indicated. It is confidently predicted by the unwise that in the course of a few years we shall be roaring through the air at speeds from 750 to 1,000 miles an hour. The engineer, taking a long view, might agree that such speeds are possible, but the physiologist would shake his head. Would the human body be able to withstand centrifugal forces of a high order?

Everything would be perfectly simple if we could be sure of gradually increasing speed at a rate no greater than the acceleration of gravity and having so increased the speed, if we could be sure of never stopping suddenly, of never breaking the momentum by a turn or by a slight rise or descent in flight.

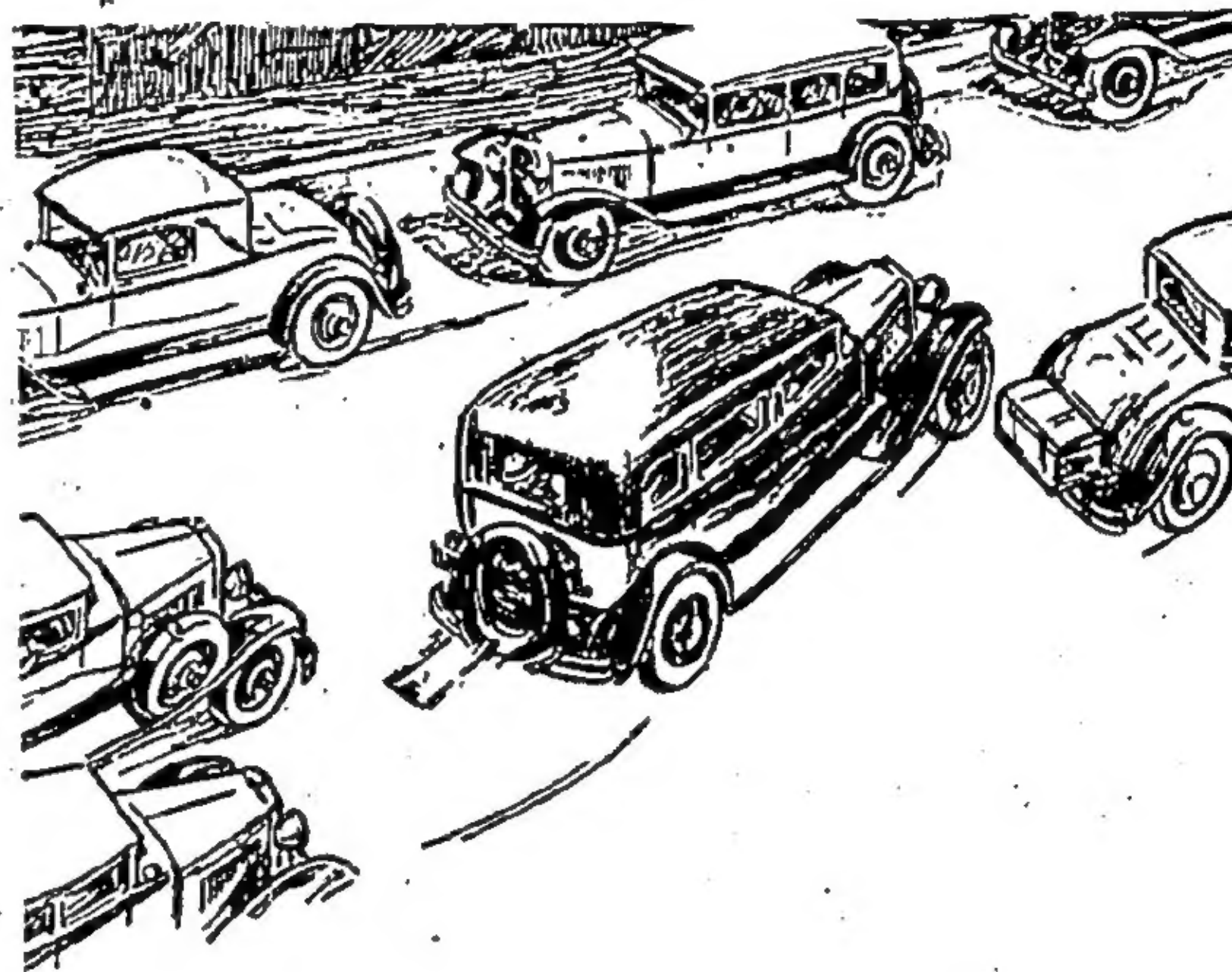
Most people have experienced a sudden start in an automobile or a too sudden application of the brakes while travelling at thirty or thirty-five miles an hour, and have either been jerked sharply backward against the back cushion or thrown forward against the wheel. You have only to multiply this effect thirty times to conceive the fact that at 1,000 miles an hour a sudden stop might drive the bones of your legs through your shoulders, or a sudden swerve would instantly



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kill you by centrifugal force drawing off every vestige of blood from the blood vessels of the brain. As it is, a temporary loss of consciousness, called "blacking out," is experienced by pilots in turns at speeds of around even 300 miles an hour.

## Robot to Control at Speed of 1,000 M.P.H.

Engineers may at some time in the future be able to design an aeroplane that will fly at 1,000 miles an hour. If so, it seems safe to say now that it will be flown by an automatic pilot and controlled from the ground by wireless; there will not be any humans in it. For all ordinary commercial purposes the ultimate speed of aeroplanes will probably rest at not greater than 300 miles an hour. But we are a long way at present from saying that the speed of express transport aeroplanes averages 300 miles an hour in full flight. For military purposes the day may dawn when 500 miles an hour is attained, but flights at such speeds will always be risky. It would be rash to say that even greater speeds will not be attained by man in the air; if they are they will be freak flights undertaken by the daredevils of the air. Five hundred miles an hour looks at the present time to be somewhere near the limit of speed in the air.

## YOUTH AND A ROLL.

The story is told of a young couple who went on their honeymoon to Scotland. They travelled in some kind of ancient contraption which the husband could induce to go because he knew much of the ways of engines.

They put up at a remote hotel; there, in a barn at the back, they found the decaying remnants of a very ancient Rolls-Royce. They asked the landlord about it; and he said it was very old, and that, if they would take it away, they could have it for £5.

"It would be fun to have a Rolls, if only to say we had owned one. Besides, the aluminium and copper in it are worth much more than £5," they said, and bought it; and he, being a competent mechanic, by dint of much hard work succeeded in getting it away under its own power.

They wrote to the company about it, giving the chassis number, and received a reply to the effect that this ancient vehicle was the first of an important series which they would very much like to have in their possession for exhibition purposes. Therefore, would the present owners accept in exchange the latest model New Phantom?

It is a good story, but unhappily the Rolls-Royce Co. cannot vouch for its authenticity.

## BUYERS' GUIDE

## MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

## MOTOR TRUCKS AND TRACTORS.

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MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
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## MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.  
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

## MOTOR OILS.

GARGOYLE MOTOR OIL.—Vacuum Oil Company, King's Bldg.  
SHELL.—Asiatic Petroleum Co., (S.C.) Ltd., Asiatic Bldg.

## TYRES AND ACCESSORIES.

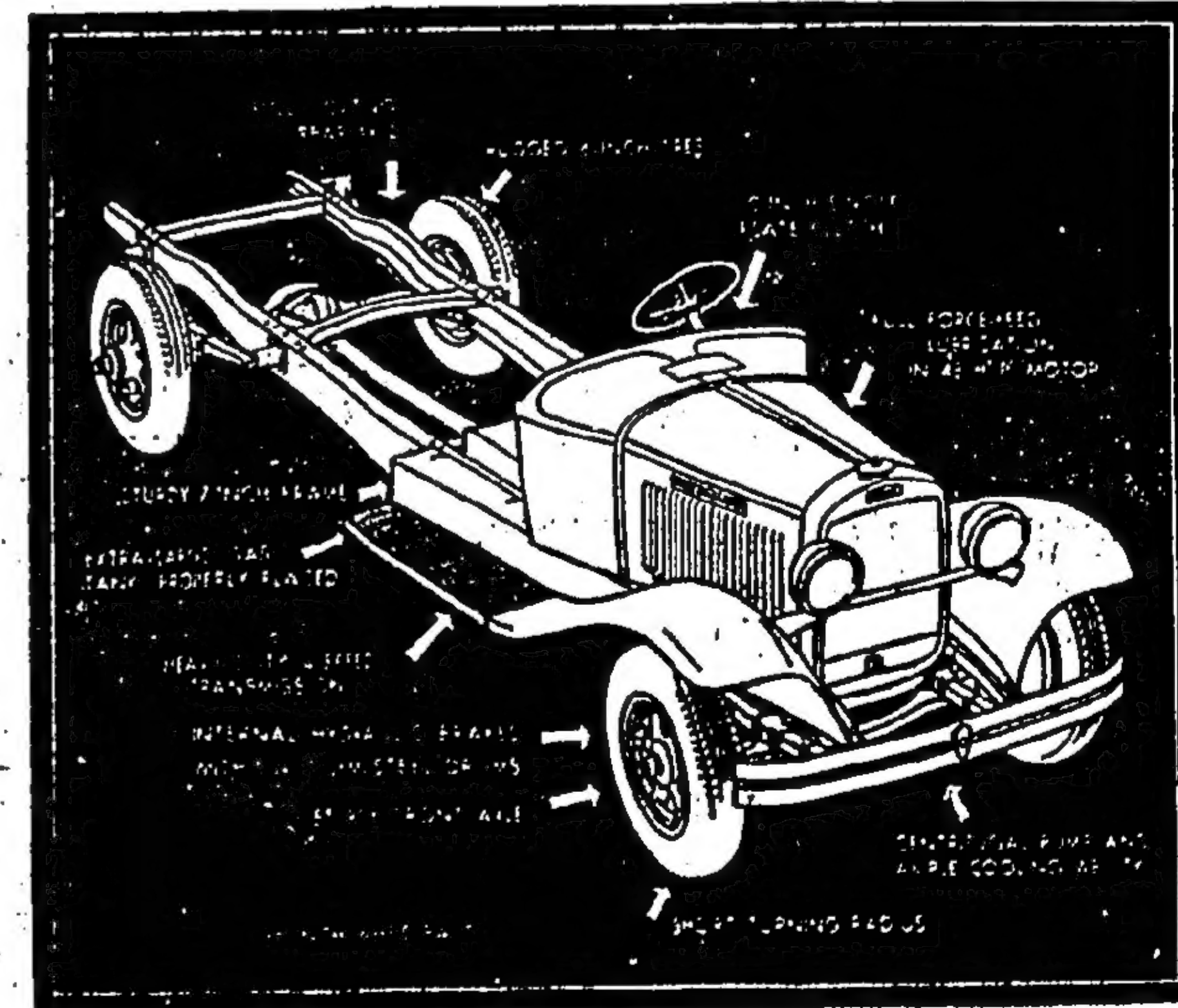
ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56283.  
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MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
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### MAITRE D'HOTEL IS SHOCKED.

Oriental Dancers for  
Paris.

DINERS IN A HURRY.

The French usually are kind to animals, skinny cats and mongrel dogs being fondled with a persistence worthy of a far better cause. Very different, however, is the attitude of a wretch, an utter fiend when in drink, who, up till recently, exercised the functions of mayor and chemist in a village on the outskirts of Paris.

Now the repulsive fellow is languishing in a dungeon for having cruelly done to death an inoffensive little dog, belonging to an elderly spinster renowned for her charity and goodness in every direction. Not till four calendar months have passed will the ex-mayor (of course the odious brute has been dismissed from office) be set at liberty. All the village hopes that, upon being freed and resuming the control of the pharmacy which he directs, a change for the better will have taken place. These artless villagers are too sanguine.

Every indignant villager, except the brute's wife, a loyal and very long-suffering woman, considers that, in place of four months imprisonment, a sentence of four years, on Devil's Island, would have been a more fitting punishment. Yet, had the revolting, inhuman, brutalized practitioner of blood-lust and frightful cruelty left for a distant shore, he doubtless would have maltreated the cats in which this sultry isle abounds. Justice, if too lenient, might have done worse; the grimalkins at least are spared.

Improper Haste.  
Many a Paris restaurant cooks lament the speed at which certain diners rush through a carefully-prepared dinner, in order that a "dancing" may be reached at the earliest moment. The excellent old saying, "after dinner sit awhile," does not appeal to the younger generation, or, for that matter, to many persons who are old enough to know better, and to whom digestion should be a most important matter. All hurry over dishes which require savouring leisurely; soup is cut out because it "wastes time," bread is lavishly munched between courses, thus blunting the appetite and rendering the consumers unappreciative of serious things. Brandy, which ought to be reverently sipped, its "bouquet" first being inhaled, is gulped down, even if the nectar has been gently poured from a cobwebby bottle marked with the almost classic "N".

Indeed one vandal, when recently dining (with birds of the same feather) at an establishment favoured by good King Edward, in his joyous Prince of Wales days, complaining that he was "thirsty," actually dashed brandy at seven francs the little glass into a tumbler, filling it up with soda-water. No wonder that a grey-haired, shocked "maitre d'hotel" nearly fainted.

Dinner having been scurried through in the most unseemly manner imaginable, or unimaginable, a cigar is not considered necessary by these hasty "convives." Ten minutes of cigarette smoke having satisfied them, off they rush, to some Montmartre "dancing," their hurried meal but half digested. Such barbarians deserve to contract dyspepsy in the most acute form.

The Theatre.

Parisians, seeking a change of theatrical diet, sometimes favour "la danse." Some of the per-

formers are mere gymnasts, contortionists and extremely supple acrobats, or they pose to the accompaniment of slow music and many changing lights manipulated by a skilful operator. Better than most of these people is Nyota-Inyoka, who, according to her manager and Press agent, hails from India. Perhaps she does, though the name is somewhat un-Indian, suggesting a county further East, and by many a mile. Nyota-Inyoka's performance, however, being graceful, and, un-

### Our Sports Diary.

LOCAL

WATER POLO—To-morrow—Division I.—Borden v. Kowloon; Division II.—Chippis A.A. v. Borden.

LAWN BOWLS—Saturday—First Division—Taikoo v. C.C.C., C.S.C.C. v. K.G.C., Police v. Kowloon Ducks, Recreation v. K.B.G.C.; Division II.—C.C.C. v. Taikoo, K.C.C. v. C.S.C.C., K.B.G.C. v. Recreation, H.K. Electric v. K.B.G.C. LAWN TENNIS—Saturday—"A" Division—M.B.K. v. I.R.C., South China v. C.R.C., H.K.C.C. v. K.C.C.; "B" Division—Recreation v. I.R.C., K.C.C. v. M.B.K., H.K.C.C. v. C.R.C., Nippon Club v. South China, University v. C.C.C., C.S.C.C. v. Army T.C.; "C" Division—Y.M.C.A. v. C.C.C., C.R.C. v. Recreation, I.R.C. v. Kowloon Indians, Deutscher Club v. Army T.C., South China v. Radio Sports Club.

RACING—Saturday—Seventh Extra Race Meeting, Happy Valley.

HOME

CRICKET—To-day and To-morrow—Cambridge U. v. New Zealanders, Middlesex v. Somerset, Surrey v. Warwick, Yorkshire v. Gloucester, Notts v. Hampshire, Worcester v. Kent, Leicester v. Sussex, Oxford U. v. Lancashire, Saturday, Monday and Tuesday—Somerset v. New Zealanders, Middlesex v. Lancashire, Surrey v. Essex, Northants v. Glamorgan, Derby v. Notts, Warwick v. Hampshire, Yorkshire v. Sussex, Gloucester v. Worcester.

GOLF—To-day and To-morrow—British Open Championship at Carnoustie.

RACING—To-day—Coronation Cup.

To-morrow—The Oaks.

MOTORING—To-morrow and Saturday—Irish Grand Prix at Dublin.

Like that of the average so-called Oriental dancer, more Eastern than Western, is worth attention. The Theatre Femina, where she appeared nightly, often was packed, and with those who paid for admission. During the Summer, a troupe of dancers from Cochinchina intends trying conclusions with Paris, where exotic performers invariably are welcomed. Success doubtless awaits the strangers from overseas, provided they survive the chilly atmosphere.

'Tis long since a genuine Cambodian dancer has visited the City of Light and Galety. One shortly is due, and, if the preliminary announcements are to be depended upon, she will turn all heads, including those of the most hardened critics. "We shall see," as some bygone sage once remarked.—Singapore Free Press.

### CHINA'S MINISTRY.

VICE-MINISTER FOR RAILWAYS  
SUPERSEDED.

CHIANG'S NOMINEES.

Shanghai, Yesterday.  
In consequence of Mr. Sun Fo's stay in Canton, the Gen-

### DRUG TEST FOR MURDERER.

Confession After An  
Experiment.

REVELATION BY DOCTOR.

An astonishing revelation of the use of a drug by a prison doctor to extract the truth from a murderer and compel him to confess his guilt was made to a Daily Mail reporter recently by Dr. William A. Young, of Smith's Falls, Ontario, who is visiting Britain.

He was referring to a case that occurred before the recent reported discovery by scientists at the North-Western University, Chicago, of so-called "truth serum."

"At the time," said Dr. Young, "I was in charge of the county gaol as County Medical Officer. A man known as Jack Adams, an iron-foundry labourer, had a bedroom in his lodgings on the same floor as two children. One morning he was told that the children had been strangled in their room. He went in, looked at them, and went for the police.

"The jury at the inquest were unable to attribute the murder to anyone, and the police were baffled. Immediately after the murder, however, Adams changed his lodgings and the police became suspicious.

A Mental Case.

"Eventually the man was taken to the county gaol on suspicion. He never wavered from his assertion of innocence, but told me he knew that a man named Polenski had committed the crime.

"Something about him made me suspect he was a mental case and I decided to try an experiment. With another doctor I gave him an injection of one-two-hundredth of a grain of hyocine hydro-bromide, which had the result of making him drowsy. As the effects of the drug began to wear off I asked him his name and he replied immediately 'Polenski!'

"That in itself was almost enough to confirm my suspicions. Immediately we took his fingerprints, and these were circulated with his name and portrait. The result was that we found that he really was named Polenski and that he had escaped from the asylum at Fergus Falls, Minnesota, U.S.

"Polenski is to-day back in an asylum, for he was found to be an epileptic subject. Not only had he murdered the two children during a seizure—evidence was subsequently found to prove this—but it transpired that he had been put in the American asylum for murdering a woman during a previous seizure.

"There is nothing really remarkable in the drug used. It is similar to that used in twilight sleep.

eralissimo's Headquarters has taken over the Railway Ministry.

Among other changes, the Vice-Minister for Railways, Mr. Huang Han-liang, has been superseded by General Yu Fei-peng. The latter has concurrently been appointed Managing Director of the Shanghai-Nanking and Shanghai-Hangchow Railways. The Chairman of the Tientsin-Pukow and Peking-Hankow Railways have also been superseded by appointees of Marshal Chiang Kai-shek.

Construction work on the Nanking-Pukow train ferry has been suspended since die.—Reuter.

## AMUSEMENTS

AT THE

QUEEN'S

TO-DAY TO

SATURDAY

At 2.30, 5.10, 7.15 & 9.20.

### THE LOVE CAREER of a FAMOUS BEAUTY

The Romance of  
Romance! The  
screen debut  
of Grace  
Moore,  
Broadway  
and Opera  
star!



METRO-GOLDWYN  
MAYER'S TITANIC  
COSMOPOLITAN  
picture

### A LADY'S MORALS

GRACE MOORE  
REGINALD DENNY  
WALLACE BEERY  
JOBYNA HOWLAND

directed by  
SIDNEY FRANKLIN

NEXT CHANGE

100  
STARS

1,000  
BEAUTIES

100 SHOWS IN ONE

WARNER BROS.

## "SHOW OF SHOWS" STARS

JOHN BARRYMORE • FRANK FAY • RICHARD BARTHELMSS • BEATRICE LILLIE • TED LEWIS ALICE WHITE • NICK LUCAS • GEORGES CARPENTIER • WINNIE LIGHTNER • IRENE BORDONI • DOLORES COSTELLO • GRANT WITHERS • LORETTA YOUNG • BEN TURPIN LUPINO LANE • JACK MULLALL • BETTY COMPTON • LILA LEE • PATSY RUTH MILLER DOUGLAS FAIRBANKS, JR. • LOUISE FAZENDA MYRNA LOY • MARIAN NIXON • SALLY O'NEIL CHESTER MORRIS • MONTE BLUE • NOAH BEERY • LLOYD HAMILTON • ALICE DAY VIOLA DANA • BERT ROACH • H. E. WARNER WILLIAM COURTENAY • RIN-TIN-TIN • LOIS WILSON • ALEXANDER GRAY • CHESTER CONKLIN • HOBART BOSWORTH • LEE MORAN TULLY MARSHALL • BULL MONTANA • HELENE COSTELLO • MOLLY O'DAY • MARCELINÉ DAY WILLIAM COLLIER, JR. • JACQUELINE LOGAN EDNA MURPHY • WILLIAM BAKEWELL PAULINE GARON • SALLY EILERS • SALLY BLANE • ALBERTA VAUGHAN • ARMIDA SHIRLEY MASON • CAMEL MYERS • MARIAN BYRON • JOHNNY ARTHUR • SOJIN • RUTH CLIFFORD • HEINIE CONKLIN • ETHELYNE CLAIRE • ALBERT GRAND • FRANCES LEE GERTRUDE OLMSTEAD • ANTHONY BUSHELL ADAMAE VAUGHAN • ANDERS RANDOLF WHEELER OAKMAN • OTTO MATTESEN • PHILLO McCULLOUGH • KAILA PASHA • JIMMY CLEMONS • E. J. RATCLIFFE • SID SILVERS LOLA VENDORILL • HARRIETTE LAKE WILLIAMS ADAGIO DANCERS

